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## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 15, 1900.

### ECONOMY AS A FINE ART.

(9th October.)

The report of the Retrenchment Committee appointed to cut down superfluous expenditure in the various Government departments, and to adopt a policy of economy in the interests of economy that would make a miser look like a philanthropist, is not likely to disturb the sleep of those who dream under eiderdown quilts. There has been no attempt made to lop off the turks' heads of waste or extravagance; it is the tails that have had to go. And it could not very well have been otherwise, with three high Government officials forming the majority of the Committee. Each of these officials had at one time or another occupied most of the chief posts which would naturally come under their supervision, and as man is but human, they remembered the happy days spent in these departments and wished luck to their successors. Why act the dog-in-the-manger, thought they, and utterly spoil a pleasant appointment? We do not suggest that such ideas took actual shape in their minds but they may have been there in a sub-conscious form. As for the unofficial member, Mr. Murray Stewart, we do not suppose that he would claim to be an expert in the art of cheese-paring. His experience in the Bank and as a bullion broker dealing with thousands where others deal with tens is not calculated to conduce to an affection for Scotch "nearness." Indeed, anything under the five figure mark is apt to look petty and trivial and of no account. But the constitution of the Committee apart, we had hoped that they would seek advice from outsiders and from members of the Junior Civil Service staff who would be allowed to remain anonymous. Apparently nothing of the sort was done. Confident in their own capacity, they went their own way clipping off ten cents here and twenty cents there, dismissing a punkah coolie from this office and a fourteenth grade clerk from that, compelling poor collectors of Government money in the New Territories to use shanks mares instead of a ricksha when doing their daily 20 miles and depriving the schools of such bare necessities as books and blackboards. Still the total saving amounts to about \$100,000, which means somewhat less than one per cent. on the total expenditure. True, a lakh here and a lakh there are not to be despised, but the result seems entirely incommensurate to the work which the Committee started out to accomplish. Glancing over the report one is struck by the innumerable cricket score figures which denote the economical labours of the Retrenchment Committee. We find on the second page that the allowance for the collection of village rates has been reduced by \$25, and there will be trouble in the Treasurer's office if the clerks do not manage to reduce their bill for electric light by \$20 per annum, or nearly \$2 a month. That is a sample of what can be done in the way of real retrenchment when the members of the committee put their heart and soul into the task. But we are not concerned with the small items, although we can feel for the unhappy juniors who are sacrificed in order that the "higher-ups" may not be disturbed. There are several reductions which are clamant in their call for attention. It is proposed to make an immediate saving of \$1,974 by the abolition of allowances for extra work performed by officers who have been appointed to the Post Office since 1st June last. How many officers have become postal servants during the last three months? A matter of nearly \$2,000 is not a fleabite, and if the reduction only concerns the newcomers what sum falls to be shared among the old staff? We fear that opportunity will be taken to dismiss on the least provocation the Hongkong clerks, the native-born as Kipling calls them, in order to introduce fresh blood which will cost the Government less and enable the Postmaster General to point with pride to the economical working of an over-worked department. We don't for a moment suppose that the highly-paid supervisors at the Post Office will be affected by the reduction; it will be the \$55 a month clerk who will either suffer in silence or be told to take up his bed and walk. And what is still more curious in this connection is that the prospective gain by doing away with overtime is estimated at \$8,016, and no explanation is offered. A total sum of \$2,480 per annum is saved by cutting out the allowances and travelling expenses of Shanghai postal servants engaged on sorting the mails between Hongkong and Shanghai, which, we think, is quite fair and can evoke no objection in the Northern Settlement. Another big item that meets the eye is the reduction in the vote for transport under "Miscellaneous services," \$4,000—but are we wrong in supposing that if we could only probe this item to the bottom we should discover that the reduction is one in name rather than in fact? Things are not always what they seem in official reports. To digress for a moment: the conveyance allowance of one official, amounting to \$288, appears as if it had been struck out on the score of unnecessary expenditure. Now, if the reader turns to the Estimates he finds that that same official has had another allowance of \$600 cut off. But, and this is the point of the story, his salary, on which his pension will be based, is increased by \$600, and, as a necessary corollary, his exchange commission is increased by \$400. In other

words this officer, even after he has had allowances to the amount of \$688 withdrawn, is in an infinitely better position now than he was before, and not only that but his pension has also been automatically enhanced. That is the sort of hanky-panky business that does not always appear on the surface. Peter pays Paul with a vengeance, and as far as we are concerned we would prefer to be Paul all the time. All that is by the way, but it shows that when one is dealing with a Government report it is seldom advisable to take things for granted. Look how beautifully the Retrenchment Committee declare that a saving can be made by doing away with one of the Water Police launches—the very launch that collects all the Government revenues in Mirs Bay and other outlying districts, and the very launch whose presence has spread wholesome terror in the hearts of the would-be pirates who still infest the waters of the Colony and occasionally swoop down on laden junk. The launch is not to be sold as the Committee proposed, but with the exception of a stoker and a seaman all the crew are to be discharged. The saving is estimated at \$10,000, which looks all right on the face of it, but those rents and licence fees have to be collected and how is it to be done? So far as we understand the cost of collection under the new system will exceed the apparent saving effected, and still there will be no adequate control of the piratically inclined who live on the borders of Mirs Bay. Are we content to wait until half-a-dozen junks are "held up" and looted and then see whether the Government has made a good or wise bargain. Twenty members of the prison staff are to have their posts abolished, which should lead to rejoicing among a certain class of the population. As for the Civil Hospital, that is to be a shelter only intended for the wealthy and strong. The cost of treatment has been raised, all medical comforts have to be paid for, the allowances for light, coal, provisions for patients, etc. have been cut down to the vanishing point, and it would not be astonishing to learn that \$5 a day patients must provide their own medical atmosphere. We refuse to touch on the Sanitary Department, reductions, simply because life is too short to worry. As we have already noted the schools will have to do their best with a minimum of books while the scholars will have to sit on each other's knees. There are other points with regard to the suggested retrenchment in the Education Department which we will not dwell upon at present, but keep for another occasion when the question as a whole comes up for consideration. And now we have given a slight idea of the Retrenchment Committee's report. Can it be said that it is a business-like document; is it the sort of scheme that a committee of matter-of-fact men of the world bent on evading the bankruptcy court would have drawn up? We think not, but then it is a report, and that is all the Committee was asked to submit.

### WHERE THE BOYCOTT IS A NOVELTY.

There seems to be no doubt that a certain class of the Chinese inhabitants of Kiangsu are determined to carry their plan of boycotting fish vessels in retaliation for the alleged attack upon a Chinese man-of-war. They have been warned by the local authorities to desist; they have been ordered to act in a rational manner and they have been prohibited from circulating placards inciting the people to support the boycott movement. But although the work of propaganda has not been carried out so energetically as the local agitators had expected, it has not been allowed to die a natural death. The boycotters have nothing to lose and everything to gain by eliciting the sympathy of those who are carried away by the idea of patriotism and cheap shibboleths which they cannot pretend to understand. What we fail to appreciate is the wisdom by which these arch-villains work upon the minds of the masses so as to deprive them of their common sense. A Chinaman, even of the coolie class, is by no means a fool; he may believe that it is patriotic to act in a certain way, but he also considers the effect his action will have on his pocket. He may believe in "China for the Chinese" but he does not fail to recognise that the foreigner's money is quite as good as that of his compatriots and sometimes a great deal better. Now, by what mechanism is he induced to follow a movement which may actually do him material injury? In the case of the merchants, it can be said that they are compelled by the threats and menaces of the rabble to adopt an attitude of silent acquiescence. They have no remedy, otherwise. Of course the people who are penalised are not those who had part or parcel in the original affair which has been named the reason of the boycott. They know as much about it as the ordinary resident in Shanghai or Hongkong. It was only when Chinese shippers of goods to Kiangsu from Shanghai began to transfer their shipments by British steamers to vessels flying other ensigns than that of the British mercantile marine that the seriousness of the situation became apparent. But, as we have frequently said, no individual government on the face of the earth can fight a boycott; no matter how irresponsible the promoters may be. By the time the boycott has been launched those who follow in its wake are lost to any sense of reason. And especially in the case of North China, the ignorant classes have got hold of a playing house rebounding characteristics they do not yet comprehend. The Governor of Kiangsu has been issuing proclamations, ordering the cessation of the movement, but these prohibitory measures are distinguished more by their futility than their force. For example, what better instance could one have of wasted words than is to be found in the following paragraph which appears in a proclamation dated the 22nd of last month. "I myself have now come to Kiangsu on official business and have personally made secret inquiries and find that the merchants have not as yet actually decided to boycott British shipping, but it appears that Kiangsu, being a great port, has already right on the heels of the Viceroy there an inevitable number of bad characters

about who have taken this opportunity to create trouble and spread rumours, so that merchants are disturbed in mind and afraid to come on to the coast, to the delivery of cargo, a proceeding which shows disregard of our Government's international relations and of its care for the merchant class. It becomes my duty therefore at once to issue a stringent prohibitory proclamation. The Governor could have written all that lucubration without leaving his own yamen or making secret inquiries. It is very satisfactory to learn that "Should there be any lawless persons who spread rumours and by secret incitement seek to cause trouble, they will on discovery be arrested and severely punished and it is to be the duty of every one to denounce such persons. No leniency whatever will be shown and any disobedience to this proclamation will be visited with instant punishment." But all that conveys but little meaning. We fancy to the mind of the coolie, especially if he cannot read and if it is to the advantage of the translator to "twist the context." Three days after that proclamation the Governor discovered that there was really a boycott in full working order so he issued more orders and threatened to impose all the legal penalties, but nobody seems to have paid much attention to him and to-day the position is exactly the same as it was two weeks ago. What the British Government is doing in the matter we cannot tell. Probably nothing, seeing that Sir Edward Grey has his hands full without attending to Chinese trivialities. The day will come, however, when the Chinese people will make a mass of the power which they are now trying to wield and if that power is directed against a real foreign nation simultaneously it will be China that will be the sufferer. It may even come to this that foreign Powers will combine to check this retrograde movement which has begun and which is rendered all the more dangerous because those responsible for its propagation do not realise the potentialities of the action they are calling into existence.

### SNOWED UNDER.

(11th October.)

It is noteworthy that one of the chief results directly flowing from the consideration given to the Budget speech delivered by His Excellency the Governor is the obscurity to which several new and important measures which were introduced at the same meeting of the Legislative Council have been relegated. At another time it is practically certain that each and all of the new Bills would have attracted a larger amount of public interest than has yet been evoked by them; for almost every one of the Bills deals with questions which are of undeniable importance to the Colony and which may, indeed, lead to considerable discussion, if not litigation, in the future. Although the Liquor Ordinance is scarcely a month old, the law officers of the Colony have already found it necessary to introduce a Bill which has for its purpose the amendment of the Ordinance in some vital respects. It has been the aim of the Government, as we have been over and over again assured, to bring the Liquor Ordinance into operation with as little derangement of the existing conditions in the liquor trade as possible. And, for that reason, it was specifically declared that the stocks held by licensees prior to the passing of the Ordinance would be regarded as non-existent so far as their liability to the payment of duty was concerned. The still more important question of imposing duties on liquors supplied by the wholesale firms under contracts signed before the passing of the new Ordinance was left out of account, and as it did not appear from the terms of the original Bill that the Government contemplated the idea of making the provisions retrospective, merchants and their representatives were content to assume that these contracts would not come within the terms of the law. Such an assumption was wholly without foundation, although no doubt it might be possible to construct some sort of analogy between the non-imposition of duties on liquors held in stock prior to the operation of the Ordinance, and the non-payment of taxes on liquors contracted for, that is to say bought but not supplied, before the 17th September when the Ordinance came into force. It seems, however, that the Government had no intention of waiving its undoubted right to collect duties on the goods supplied under such circumstances. In other words, the law became retrospective in its action in the case of dutiable goods which had been ordered by contract; the moment it received the assent of the Governor. Curiously enough, the Ordinance as it passed the Legislative Council made no reference to the difficulties which are practically bound to crop up over the retrospective character of the law in respect of contracts. At the same time it is strange that the law officers responsible for safeguarding the interests of the Government failed to incorporate in the Ordinance the provisions necessary to prevent confusion in the minds of those who are immediately affected by the new law. It is all the more astonishing that they should have been guilty of such negligence when it is remembered that they were merely recasting the law of England to suit the requirements of Hongkong. Clever and omniscient though the Attorney-General's staff may be, we do not suppose that they framed the Liquor Ordinance without the guidance supplied by the English Act, and we take it that they did not fail to take into consideration the importance of dealing with contracts concluded before the Act became an operative force. We are not intent on searching for reasons or causes that led to this lapse, which has compelled the Government to bring in an amending Bill to remedy the defect, for if we were we should be compelled to arrive at conclusions not altogether favourable to the strategical skill of the Government. But we cannot get away from the thought that the "lapse" was an exceedingly unfortunate one. Those who are connected with what is known as "the trade" will have already counselled and suggested the new sections which it is

proposed to add to the Ordinance, the sum total of the amendments being that any extra charges in the way of duties, storage, in the King's warehouse or other licensed godown are made payable by the purchaser over and above the amount agreed upon when the contract for delivery was originally signed. The rule also holds good that in the event of the repeal of the duties or in the case of their being decreased, the purchaser shall be permitted to deduct so much money from the contract price as will be equivalent to such decreased or repealed duty, and what is more important, "he shall not be liable to pay or be sued for or in respect of such deduction." Another of the Bills which were read a first time was one referring to the intricate subject of trade marks, a subject which is of personal interest to merchants in Hongkong as well as in the Far East as a whole. The Attorney-General has explained in a memorandum that the law and practice relating to trade marks in the Colony is not consistent with the law and practice of the United Kingdom as embodied in the 1905 Act. It is now proposed to remedy that condition of things and certain alterations are made in the Ordinance by the amending Bill just introduced. Chief among the new sections are one which empowers the Registrar to refuse to register a mark which conflicts with one already registered in any part of the British Dominions from which the goods covered by the mark originate; and another giving the Court power to remove a mark from the register "upon proof that the mark conflicts with a mark which was registered in any part of the British Dominions from which the goods covered by the marks originate before the registration of the first mentioned mark in Hongkong." The veriest tyro in matters connected with the registration of trade marks can see what a fruitful source of income this law may be to the legal profession. The Act, however, has proved satisfactory in the United Kingdom for the last four years and there is no reason to believe that it will be other than workable in Hongkong. Two new Bills, which without much difficulty might be classed as a single measure, have reference to the recreation grounds in the Colony. The first provides for the reservation of certain lands in Victoria, the Peak District and Kowloon as recreation grounds; while the second which is to be known as the "Public Places Regulation Ordinance 1870, Amendment Bill," gives the Governor power to close the recreation grounds for any period not exceeding seven consecutive days "for the purposes of exhibitions, lectures, concerts, athletic contests, amateur performances, bazaar or sales of work or for any other purposes of a scientific, educational, charitable or social nature, and to authorise any society, club, committee, corporation, persons or person to grant admission to the building, garden or place or portion thereof so closed or enclosed by ticket or otherwise on payment of such sum of money as the Governor may approve or without payment, and any monies received for such admission may be applied for such purposes as the Governor may approve." With regard to the first Bill, power is granted the Governor to appropriate the land if it is considered in the interest of the Imperial Government or the Government of the Colony to do so. Now we should like to ask—What is the meaning of that proviso? We cannot believe it was put into the Bill simply to fill out the measure. Perhaps it may have some reference to those recreation grounds with the grandiose titles, the Blake Gardens or West-end Park. At all events, we feel confident that we are echoing the views of the Government when we say that those who enjoy the Peak Gardens need have no misgivings lest their little plot of land be re-appropriated. But what are we to say about the second Bill which converts the recreation grounds belonging to the public ratepayers into money-making concerns which can be exploited by any gang of individuals who choose to form themselves into a society, club, committee or corporation or even to come forward on their own hook in order to get what the Cockney irreverently calls "a little bit off the top"? If you are persona grata with the Government or any official who has some influence at headquarters it is possible for you to bar the gates of the public recreation grounds for a week at a time, and also compel the very people who are responsible for the upkeep of the grounds to pay through the nose for the privilege of walking over their own turf. That is topsy-turvydom without any frills whatsoever. And the Governor is to approve how the money taken from the legal owners of the recreation grounds shall be applied. Well, in our young and salad days, we believed that when a theatrical performance was given in aid of a charity, let us say, all or great part of the takings went to the charity. Now that we are older and wiser we know a few of the multifarious meanings which may be applied to the word "expenses." We wonder what proportion of the fees for admission dragged out of the "wretched" landowners, the hol-poll, will come under the cognisance of the Governor? The object of the Bill, entitled an Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, is to provide for the inspection of steam boilers and "prima movers" with the view to safeguard persons employed in and about buildings where such machinery is used. We should have thought that the necessity for such a Bill had appeared to the Government long ago. How the Colony has escaped from disasters through the explosion of defective boilers worked to the full extent of their indicated power we cannot imagine, except on the supposition that fools and rascals are the especial care of a merciful

providence. Other Bills which have passed the preliminary stage are one amending the Widows and Orphans' Pension Ordinance—one is inclined to wonder if we shall ever get away from that classic "Appropriation"—and one in the interests of women and girls. It will be recognised, we think, that we did not err when we suggested that had it not been for the all-powerful claims of the Budget and the character of the Estimates these new Bills at which we have glanced would have provided an abundance of food for thought. But they were snowed under the Budget and all its side-issues. It may be that they will emerge to the surface when the days of financial controversy have flitted past, but we doubt it, unless of course the liquor merchants and the publicans decide to have another fling at their grievances.

### THE BLISS OF IGNORANCE.

(14th October.)

There can be no manner of doubt that the traveller in a hurry to the person to discover things. Some time ago a missionary called the Rev. F. B. Meyer attempted to bring the irreligious of Hongkong to a sense of their coming doom and incidentally he visited Canton. We are not aware that he made much impression on the stiff-necked generation in Hongkong, but it is quite certain that his five minutes' sojourn in Canton was full of fat. Mr. Meyer seems to have quaffed at fountains which are not to be found by the common visitors. We have not the slightest idea who succeeded in pulling the reverend gentleman's pedal extremities, but this we do know—of all the chain-lightning evangelists who have tried their practice hand on this Colony and its neighbour the capital of South China, none is better qualified to lead opinion astray than the Rev. Mr. Meyer. The horrors of hell have been altered in his case to the terrors of internecine warfare. Canton stands on the edge of a volcano; the Cantonese are in almost open rebellion. At any moment they may break out and shatter the Manchu dynasty. Sober-minded people will naturally think that we are running amok, but here are the reverend's own words, printed in *Public Opinion*: "The deep-seated hostility to the Manchu dynasty is working like leaven in South China, and may at any moment break out in a well-concerted and formidable movement." There is nothing like making the flesh to crawl, but we are afraid the readers of this insensate twaddle—if the paradox be allowed—probably have no idea whether Canton is in Malacca or Brittany. It is satisfactory, according to the padre, to find that when the trouble does come, and it is imminent, the Imperial forces would get the better of it, but there would be a time of great suffering "for the native church" before such a rising could be suppressed. We are not more concerned for the native church than we are for the native Mohammedan, Buddhist, Taoist, or Confucianist communities if rebellion is in the air. All would suffer alike, and the foreigner with them. What we are distinctly interested in is the foundation, if there be any beyond mere gossip, for Mr. Meyer's statement. The *Mercury* of Shanghai, which has uncritically this detectable piece of misrepresentation—to use a mild term—says, quite truly, that everybody who has the slightest acquaintance with Chinese history knows that the present dynasty found the southern Chinese a very hard nut to crack. Everybody knows that long after the Manchus had been accepted as Heaven-sent rulers in the north, the south would none of them. The Ming, had vanished north of the great river. South of it they still had power. Even pirates stood up for their cause. Everybody knows that while Chinese as a whole love to go back to the third century and describe themselves as descendants of the dynasty then reigning, "Sons of Han" the Cantonese come for preference down the stream of time some centuries later and delight to call themselves "Sons of Tang." The Tang dynasty, representing the Elizabethan age of China's history. Similarly everybody knows of the turbulent nature of the mass of the people in the Liangkwang. Do we, not, and it emphasised again, and again in our own connection with Canton in the early days of our trade? This, that, and the other thing could not be done by the Viceroy and officials generally because the Cantonese would not permit of it. The mandarins, not bring Cantonese themselves, might well have believed sometimes in their own descriptions. We can quite understand an officer, a native of Kiangsu, being terribly impressed with the rowdiness in the nature of the southern native. There is nothing comparable with it in his own province, except perhaps in the behaviour of a village bully here and there. And, finally, everybody knows that that rebellion of rebellions, the Taiping, had its origin amongst these very people. And now we come to the point which is emphasised by our contemporary. We quote again: "Are we to decide from these historical facts that the present day Cantonese are rebelliously inclined? What is the character of the Cantonese? From our own experience we can answer fairly well. It is dangerous to generalise even over a single province, but we think it may safely be said that the Cantonese in addition to having some undesirable qualities are amongst the most intelligent, energetic, enterprising, able, and patriotic of the whole Chinese race. Mark their success in other provinces as evidenced by the dislike in which they are held. Note also the moral standard of those found abroad; the majority are from the south. Turn up the pages of Chinese history and you will find that the Cantonese patriotism has shown itself by holding out long after other provinces had given in



To-day it is the Cantonese who are most jealous for their country's interests and good name. We need but mention the *Taiwan* case, the case of Macao, and the still unfinished trouble over the Pratas Islands. In all these it is Canton which has taken the lead. But, it will be argued, everything we have said so far tends to prove that the Cantonese is a rebel. His present patriotism shows itself especially in his opposition to a foreign government, the Manchus! The argument is somewhat far-fetched. We know well that the Cantonese is no lover of the Manchus. There are even in England a few who still cherish the memory of the Stuarts as the "Men of Tang" do that of the Ming. But that does not necessarily make them traitors. A Cantonese above all things is a man of common sense. If he were certain of the success of a rebellion he might venture upon it. But even Mr. Meyer's informants were convinced that in case of a rising the Imperial power would be more than a match for the insurgents. We believe that is so, unless there were treachery in high places. No mere rumour of it will convince us that the hard-headed Canton man is going to run the risk of being reduced in height by a head for nothing. The *Mercury*, after referring to gentlemen like Dr. Sun-Yat-sen, concludes: "We hardly think rebellion is near." Now, we ask, is that a fair and proper way in which to dismiss the critical remarks of a man of the calibre, the character, and the genius of the Rev. Mr. Meyer? We know that missionaries and drum-thudding evangelists were experts with the long bow, but we think that with few exceptions their terminological exactitudes will be accepted without remark. Instead of seeking to convert the risk-averse of Hongkong, and indite humorous tales for unsophisticated magazines, Mr. Meyer should remain at home in the shade of his own vineyard, and when the spirit moves him, give interesting and wonderful studies of the pagans in China to the heathens of Whitechapel.

#### "FEED THE BRUTE"

What was the maxim which the dowagers of old used to inculcate in their daughters when the hunt after an "eligible" was in full cry and it was decided to retain his regard? It had nothing to do with personal charms, flounces and flattery were valuable adjuncts but not really indispensable; love was usually relegated to the past. One thing and one thing alone was the sure bait and it was contained in the words: "Feed the brute." Nowadays, the unfortunate brute has to feed himself, for in the Orient it is not considered right that the ladies of the household should know anything about the kitchen. One is led to these remarks by the perusal of a letter which appears in the *Shanghai Mercury*, indited by some unfortunate individual who signs himself "Starving." It is an amusing epistle to those who refuse to see the underlying pathos, but it should certainly be taken to heart by the fine ladies who live in Hongkong as well as those who make Shanghai their temporary abode. For one thing it voices the cry of the multitude of men who yearn for a decent meal, who prefer the substantial to the ornate, the fact to the emblem. Any ordinary member of the male sex, if brought to the retrospective mood, will recall for the benefit of his hearer sumptuous repasts which no self-respecting Chinese cook would dream of placing on a boarding-house table. No wading through interminable menus or sifting through an impossible table d'hôte; simply plain ordinary chow cooked under the surveillance of the paragon of the house. What makes the stories of Dickens and Thackeray so fascinating, especially those coaching trips in the depths of winter? Is it not the tale of the smoking viands served up in the inn and the hostilities? Who can forget David Copperfield's breakfast when he first left home, the breakfast which the waiter helped him to consume? It is the same with "Dumas. When the valiant d'Artagnan and the ponderous Athos are in the complete enjoyment of the tang of life they are usually to be found in some hole-in-the-wall known as a grand "hou" for unpretentious good cheer. "Feed the brute" was a religion then, and even to-day there are places where the motto is actively observed. But in the Far East, in the golden, glorious, limpid Orient, all feathers and fluff, the mere man seeks in vain for simplicity, and the girls whose mother in the old country scrubbed the floors and boiled the pot are far and away above such trifles as common cookery. There was once a time when Mrs. Somebody's cookery-book ranked next to the family Bible in the British home, but it never penetrated to the East. The writer in the *Mercury* starts by asking an absurd question and answering it himself in this wise: "Is the age of cooking absolutely dead or is it only in Shanghai that we suffer? The average boarding-house menu gives promise of a royal feast; but what a 'have' when you see what is placed before you." Now, it will be said that the writer is blessed but what about his following remarks? "Whatever is served up, be it beef, mutton, duck, goose, chicken or game, there are the two or three pieces of hot flesh on your plate with some alleged gravy and then round comes the sooty cabbage and sooty potatoes, or the boiled celery with a slop of bluish-sticker's paste over it. As for chicken, Shanghai ladies do not appear to know the difference between a chicken and an old hen that has been clucking up and down the Tiensung Road and laying eggs under the counter of a pork-shop for years. In the country where I come from the housekeepers can tell the age of a chicken by the spur and they do. Then they serve them up with stuffing, (Chinese cooks have never been taught to make stuffing) sausage, bacon and bread sauce. Ladies, ladies, the bread sauce! You cannot deceive any man by using the recipe for bread, poultices, and sticking two cloves on the top. Not a bit like it and well you know it." Speaking without the book, we should say that man had a grievance, and he points his ideas when he uses his caustic observations on the ladies. Let him speak for himself. "The material is there, and plenty of it but you, will not take the trouble with it nor teach your

daughters either. They are not all going to marry taipans, don't you believe it. Shanghai is not the place it was and any savvy man will tell you that it never will be again. Two-thirds of the taipans are married and half of the remainder will not marry at all. The local girls' idea of what their standard of living ought to be nearly frightens them to death. I heard one say, Mr. Editor, that the less he saw of Shanghai women the better he liked horses." Decidedly unfair the fair sex will say, but there is many a true word said in jest. Let them take a little whole-some advice to heart and read, mark, learn and inwardly digest the rest of "Starving's" letter: "There is certainly something about the atmosphere of a kitchen with a Chinese cook in it that is repellent and one can hardly blame the ladies for keeping out of it; but it is surely their business to know how things should be turned out and insist upon it. If a score of boarding-house keepers I could mention would serve up three or four carefully prepared dishes instead of thinking that a dozen quick-time items were expected of them, they would keep their boards longer and hear less grumbling at their charges of 100 per cent. profit on table drinks and 40 cents for 8 cents worth of cook!" All that applies to Shanghai, of course; but the masculine gender in Hongkong could say a word on the subject and they would.

#### Telegrams.

##### "HONGKONG TELEGRAPH" SERVICE.

##### THE NAVAL COMMISSIONERS.

##### ITINERARY IN EUROPE.

[By courtesy of the "Shing Po"]

Peking, 11th October. Prince Shun Pui-lap and Admiral Sah Chen-ping left Peking yesterday. They will visit Nanking first and then proceed to England, France, Germany, Italy, Austria and Russia, returning to China by the Trans-Siberian Railway.

##### THE SHANGHAI TAOTAI.

##### DENOUNCED BY CENSORS.

[By courtesy of the "Shing Po"]

Peking, 11th October. In a memorial to the Throne the Censors have denounced Tsai Nai-huang, the Shanghai Taotai, in connection with the unsatisfactoriness of the Huangpu Conservancy undertaking.

The Viceroy of Nanking, H.E. Chang Jen-chun, has issued instructions for an investigation into the alleged charges.

##### CANTON-HANKOW RAILWAY.

##### DIRECTOR-GENERAISHIP.

[By courtesy of the "Shing Po"]

Peking, 11th October. The Ministry of Posts and Communications has recommended Taotai Jeme Tien-yow for appointment as director-general of the Canton-Hankow Railway in succession to the late Grand Secretary Chang Chih-tung.

##### THE NAVAL COMMISSIONERS.

##### PASSING THROUGH HONGKONG.

[By courtesy of the "Shing Po"]

Shanghai, 12th October. Prince Shun Pui-lap and Admiral Sah Chen-ping, the naval commissioners, have arrived at Hankow. They will proceed from Hankow to Nanking and thence to Shanghai where they will embark on board the German mail steamer *Lutzow* for Hongkong en route for Europe to study the naval systems of the foreign Powers.

##### POSTS AND TELEGRAPHS.

##### CHINA'S RIGHTS IN SHANTUNG.

[By courtesy of the "Shing Po"]

Peking, 12th October. The Waiwupu has notified the German Minister in Peking that it is the intention of the Chinese Government to recover the postal and telegraph rights in the province of Shantung.

##### THE LATE CHANG CHIH-TUNG.

##### PRINCE REGENT PAYS RESPECTS.

[By courtesy of the "Shing Po"]

Peking, 12th October. The Prince Regent proceeded in person to pay his last respects before the remains of the late Grand Secretary Chang Chih-tung. His Imperial Highness bowed three times in front of the coffin,

Prince Ching, who performed like ceremony, went down on his knees and wept bitterly. It has never been known that a member of the royal family has knelt down to pay his obeisance to a deceased personage. Prince Ching's action is quite extraordinary.

##### H.E. LIANG TUN-YEN.

##### DENOUNCED BY CENSORS.

[By courtesy of the "Shing Po"]

Peking, 12th October. The censors have denounced H.E. Liang Tun-yen, president of the Waiwupu, for having been the cause of the loss of considerable national prestige.

##### BUTLER WRIGHT CASE.

##### JUDGE AND COUNSEL ARRIVED.

FULL PREPARATIONS MADE FOR TRIAL.

[From Our Own Correspondent.]

Shameen, 12th October, 12.50 p.m.

The Assistant Judge for China, Mr. Lindsay Smith, accompanied by Mr. H. P. Wilkinson, Crown Advocate, and the clerk of the Court, has arrived at Canton, in order to try the case of Mr. Butler Wright, who is accused of misappropriation of funds while acting as chief accountant of the Canton-Kowloon railway (Chinese section).

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, Hongkong, has also come to Canton in order to instruct Counsel for the prosecution.

Mr. J. C. E. Douglas, of the firm of Messrs. Home and Douglas, counsel, of Shanghai, represents the defendant.

Three witnesses from Shanghai have been brought to give testimony. The newspapers, both of Hongkong and Shanghai, are well represented.

##### TRIAL COMMENCED AT CANTON.

CASE FOR THE PROSECUTION OPENED.

[From Our Own Correspondent.]

Shameen, 18th October, 2.25 p.m.

The trial of Mr. W. Butler Wright, late chief accountant of the Canton-Kowloon Railway (Chinese section), for the alleged misappropriation of funds belonging to the Railway, commenced in the forenoon to-day in H.R.M. Consular Court.

His Honour Mr. Lindsay Smith, Assistant Judge for China, Shanghai, presided.

The prosecution was represented by Mr. H. P. Wilkinson, Crown Advocate.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, Hongkong, instructed Counsel for the prosecution.

Mr. J. C. E. Douglas, of the firm of Messrs. Home and Douglas, counsel, of Shanghai, acted for the defendant.

Mr. T. E. N. Rosser, Marshal of Court, was also present.

A Jury of five was empanelled and was composed of the following gentlemen:—Messrs. Herbert Dent; W. H. Hill, manager, Messrs. Howarth, Erskine, Ltd.;—Matheson, secretary, Canton Club; C. Reid, main superintendent, Canton Electric Light Company; and J. H. Smith, assistant, Standard Oil Company of New York.

The Crown Advocate opened the case for the prosecution and in a short address narrated the circumstances leading up to the charges against the accused.

H.E. Taotai Wei Han, managing director of the Railway, was the first witness examined on behalf of the prosecution.

The next witness to take the stand was Mr. Frank Grove, Engineer-in-Chief of the Railway.

The case is proceeding.

##### THE NAVAL COMMISSIONERS.

##### ARRIVAL AT SHANGHAI.

[By courtesy of the "Shing Po"]

Shanghai, 18th October. Prince Shun Pui-lap and Admiral Sah Chen-ping, the Naval Commissioners, left Hankow on the 12th inst. and came down to Shanghai by the cruiser *Hoch*.

##### YUAN SHIH-KAI.

##### REMOVED RECALL DENIED.

[By courtesy of the "Shing Po"]

Peking, 18th October. The rumoured recall of ex-Grand Counsellor Yuan Shih-kai is not true. The Central Government has no idea of reinstating him in office.

##### PRATAS ISLAND DISPUTE.

##### AGREEMENT CONCLUDED.

[By courtesy of the "Shing Po"]

Peking, 18th October. The agreement with Japan in connection with the Pratas Island dispute was signed at Peking on the 11th inst.

[Writing under date Canton 8th inst., our correspondent stated that it was feared from the local officials that the negotiations on the Pratas Island were nearing completion and the dispute would soon be amicably settled. The amount as at first claimed by the Japanese settlers on the island as compensation was said to have been reduced to a sum of some one hundred and sixty thousand dollars, from which, however, a sum of thirty thousand dollars would be deducted to be paid as compensation to those Chinese who had suffered losses by reason of the Japanese occupation. It was expected that the agreement relating to this vexed question would be signed in the course of a week.—Ed., H.K.T.]

##### HANKOW-SZACHUAN RAILWAY.

##### LOAN STILL CONTEMPLATED.

[By courtesy of the "Shing Po"]

Peking, 18th October. The Prince Regent and also the members of the Grand Council still hold the opinion as to the expediency of raising a loan for the construction of the Hankow-Szechuan Railway.

##### THE LATE CHANG CHIH-TUNG.

##### STUDENTS' RESPECTS.

[By courtesy of the "Shing Po"]

Peking, 18th October. The students of the various colleges and schools in Peking have publicly appointed the 18th inst. as the day for paying their respects before the remains of the late Grand Secretary Chang Chih-tung.

##### LORD KITCHENER.

##### EXPECTED IN PEKING.

[By courtesy of the "Shing Po"]

Peking, 18th October. Lord Kitchener is expected to arrive in Peking on the 18th inst.

##### CHIENTAO ISLAND.

##### JAPANESE CONSUL-GENERAL.

[By courtesy of the "Shing Po"]

Peking, 18th October. The Japanese Consul for Chientao left Tokio on the 12th inst. to take up his appointment at that place.

##### CANTON-HANKOW RAILWAY.

##### THE LOAN AGREEMENTS.

[By courtesy of the "Shing Po"]

Peking, 14th October. On the recommendation of the Grand Council, the Prince Regent deputed Na Tung and Liang Tun-yen, president of the Waiwupu, to confer and arrange with representatives of four countries as to the agreement for the loan for the construction of the Canton-Hankow Railway.

H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, in consulting the Grand Council, suggested, in obtaining the loans, the use of the name of the Ministry of Posts and Communications and the elimination of the words "Yuet-Han."

##### TELEGRAPHS IN SHANTUNG.

##### RECOVERY OF CHINESE RIGHTS.

[By courtesy of the "Shing Po"]

Peking, 14th October. The agreement between China and Germany concerning telegraphs in Shantung has expired. The Germans refuse to surrender the rights. The Waiwupu has communicated with the German Minister urging him to retrocede them to China.

##### ROADS IN CHINA.

##### NEW LAWS FORMULATED.

[By courtesy of the "Shing Po"]

Peking, 14th October. The Ministry of Posts and Communications has recently formulated new laws regarding roads in China. The draft laws are about completed. It is expected that they will be promulgated next spring.

##### NAVAL COMMISSIONERS.

##### LARGE ENTOURAGE.

[By courtesy of the "Shing Po"]

Peking, 14th October. The officials accompanying the Naval Commissioners in their foreign tour are—Sir Chen Tung Liang-cheng, H.E. Wei Han, Tsai Ho-un and Tsai Chiu-tung. Altogether the entourage will comprise more than ten persons.

##### TYPHOON WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

October 10th, 6.30 p.m. October 10th, 5 p.m. Cyclone or typhoon S. of Western Carolines, direction unknown.

October 11th, 9 a.m. Cyclone or typhoon near or over the Western Carolines, direction unknown.

October 12th, 8.30 a.m. October 12th, 4.30 a.m. Cyclone or typhoon W. of the Southern Ladrones or Mariana Islands moving E.W.

October 13th, 10.30 a.m. October 13th, 10 a.m. Cyclone or typhoon W. of the Ladrones or Mariana Islands moving N.W.

October 14th, at 11 a.m. Cyclone or typhoon, Pacific Ocean, about half way between the Mariana Islands and the Loochoos, moving N.W. or N.

Cyclone or typhoon, N. of the Western Carolines, direction unknown.

October 15th, 1.30 p.m. October 15th, 12 noon. Cyclone or typhoon Pacific Ocean about half-way between the Mariana Islands and the Loochoos, filling up.

Cyclone or typhoon E. of Visayas Islands moving W. or W.N.W.

##### THE ANTI-OPIMUM MOVEMENT.

The following extracts from the reports on trade in the Frontier Ports, during the year 1900, lately issued by the Statistical Department of the I.M. Customs, furnish an idea of the Anti-Opium campaign which is being conducted by the Chinese officials in the most remote parts of the Empire:

In reporting on the trade of Szechuan Mr. J. H. W. Houston, Acting Commissioner, said: "In conformity with the Viceroy's mandate the anti-opium campaign at this port was vigorously prosecuted throughout the year. A census of the inhabitants addicted to the drug was taken by means of a house-to-house visitation, when the names of 53 male and 85 female opium smokers, being, roughly, 26 per cent. of the adult female population, were registered. These members of the community, of whom 80 per cent. were said to be making strenuous efforts to overcome the habit purely from a personal recognition of its perniciousness, were instructed to repair weekly to the Anti-Opium Bureau for the purpose of being medically examined and of having anti-opium remedies prescribed for them; and at the same time they were warned that such of them as had not eradicated the habit by the end of the 12th moon would be punished. It was confidently expected, however, that 90 per cent. of them would be able to free themselves from the fetters of the vice by the end of the year, the remaining 10 per cent. comprising the old and the diseased, would, it was thought, continue to indulge surreptitiously until their supplies were exhausted. During December, as a further step towards the ultimate end in view, a military official was deputed by the *Ting* to dispossess the registered smokers of their opium pipes; some 650 pipes were, as the outcome of this drastic measure, seized, confiscated, and subsequently destroyed. Early in the spring instructions were issued to opium dealers to get rid of their stock by the end of the year, and to agriculturists to place their fields during the autumn under beans or cereals instead of poppy, illicit cultivation of which would, they were informed, entail confiscation of the land devoted to it. It will readily be deduced from the above mentioned facts that the opium habit at this port is already on the verge of extinction. The morphia habit, fortunately, has not penetrated to Szechuan."

Mr. R. D. Bruce, the Assistant-in-charge at Tientsin, reported the commendable measures adopted by His Excellency Hui Liang, Viceroy of Yunnan and Kwichow, in pursuance of the aims of the anti-opium Edict, and embodied in his proclamation dated 21st July, 1900—Kuang Hsu, 54th year, 6th moon, 19th day—must in all reasonable probability have an adverse effect on the trade of this port in the immediate future. The Viceroy's proclamation prohibits the further production of opium throughout the province, and its terms are reported to have been strictly enforced in all the principal opium-producing centres as regards the 1900 crop. It is estimated that six-tenths of the arable land in Yunnan has of late years been under opium cultivation, whilst the profits on an average crop are estimated to have been from 30 to 400 per cent. There being as yet no agricultural or industrial alternative available that yields such satisfactory results, the remaining 40 per cent. of the land is allowed to be placed there in a forced manner, for a time at least, seriously crippling the purchasing power of our local consumers. With opium gone, no considerable advance can be looked for until resources of South-western Yunnan, such as they are, are developed to a much greater extent than at present."

The Viceroy of Nanking has in reply to the Taotai's petition about the Regatta at Han-i, issued the following rescript:—Han-i being outside the limits of the Treaty Ports foreigners have no treaty right to go there and hold a regatta. Besides the stream is a crowded and important water-way and if a regatta is allowed to take place there it is feared that there may be a disturbance. The Shanghai Taotai should therefore request the Senior Consul to stop the Regatta so as to avoid all possibility of a disturbance.

On Friday night, the 15th inst., at 8.15 p.m. the competition of an anton standing longest on the revolving table will take place. Miss Hamerton-Love will present a handsome trophy to the winner. This will be the first competition this season and it is hoped there will be many competitors in this amusing and exhilarating event. Tomorrow afternoon at 4 p.m. Hamerton-Love's ball and matinee and those little ones who have not the opportunity of seeing the Circus on the last two nights should go to-morrow. Children are admitted half price to all parts.

Good houses were the order of the day at both the Matinee and evening performances at Hamerton's Circus last night. The weather being favourable, a goodly gathering of little ones attended the performance specially given for their delectation and the light sounds of laughter that travelled down the ring fully testified to their delight.

Readers may be reminded that to-morrow afternoon, a handsome trophy will be presented by Mrs. Hamerton-Love to the competitor who will stand the longest time on the revolving table, when a crowded house is expected. A Matinee has also been arranged for Saturday afternoon.

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##### MARRIAGE TRANSACTION EXTRAORDINARY.

##### ALLEGED CHARGES OF FALSE PRETENCES AGAINST BROKER.

[By courtesy of the "Shing Po"]

A peculiar case was heard at the Magistrate's last Monday, when Yeung San Shan alias Yeung Yu, alias Liang Chung Ting, a broker of Queen's Road Central, was charged with (1) obtaining on the 13th April, 1900, from Ng Hing under false pretences the sum of \$24.50 (gold) (2) obtaining on the 13th April, 1900, \$500 (Hongkong currency) under false pretences, and (3) on the 9th July, 1900, obtaining under false pretences the sum of \$412. It appears that some time ago between the complainant, said to be a Chinese military officer, and the broker, whereby the latter consented to act as a go-between to procure for the complainant a concubine, for which purpose defendant was given on divers dates sums aggregating to about \$1,500. Somehow or other the deal fell through; hence the action. Mr. E. Hinds (of Messrs. Britton and Hott) appeared for the complainant, while Mr. Leo d'Almada (of Messrs. Golding, Barlow and Morrell) defended. The case was adjourned.

##### STORY OF AN ADULTERER BETROTHAL.

##### AT THE MAGISTRACY.

A strange story was related in the Police Court, yesterday afternoon, when Yeung San Shan alias Yeung Yu, alias Liang Chung Ting, a broker of Queen's Road Central, was charged with (1) obtaining on the 13th April, 1900, from Ng Hing under false pretences the sum of \$24.50 (gold) (2) obtaining on the 13th April, 1900, \$500 (Hongkong currency) under false pretences, and (3) on the 9th July, 1900, obtaining under false pretences the sum of \$412.

It appears that some time ago between the complainant, said to be a Chinese naval officer, and the broker, whereby the latter consented to act as a go-between to procure for the complainant a concubine, for which purpose defendant was given on divers dates sums aggregating to about \$1,500. Somehow or other, the defendant is alleged to have failed to carry out his undertaking; hence the action.

Mr. W. B. Hinds (of Messrs. Britton and Hott) appeared for the complainant, while Mr. Leo d'Almada (of Messrs. Golding, Barlow and Morrell) represented the defendant.

Plaintiff stated that he first saw the defendant in the 2nd moon. He was taken to No. 7 Chancery Lane by a go-between and presented to the defendant. The defendant told him that he had lost his way between the Maritime Islands and the Loochoos, moving N.W. or N.

Cyclone or typhoon, N. of the Western Carolines, direction unknown.

October 15th, 1.30 p.m. October 15th, 12 noon. Cyclone or typhoon Pacific Ocean about half-way between the Mariana Islands and the Loochoos, filling up.

Cyclone or typhoon E. of Visayas Islands moving W. or W.N.W.

On the 23rd he went in company with the go-between to the defendant. Shortly after their arrival the girl came in with her brother-in-law, who asked for the betrothal present. Witness said that, according to the custom of his province, the eight characters (according to Chinese custom the birthdays of the bride and brideg



## NOTES BY THE WAY.

## THE BUDGET.

We have heard so much of the Budget proposals at home, that the average man-in-the-street will turn with a feeling of relief to the Colony's own financial statement. The annual presentation of the Budget is a pretty safe indication of the Colony's financial position and considering the troublous times through which the Colony has lately passed, it is no exaggeration to say that the 7th instant was awaited with the keenest interest by those who have their vested interests in the Colony and to whom the Colony's prosperity means their own prosperity. As is usual with most of His Excellency's momentous utterances, there was a note of optimism in his address to the Legislative Council, and through them, to the taxpayers. It is only to be hoped that His Excellency's optimistic forecast is laid on good foundations and that with the advent of the next fiscal year, a new era of prosperity will dawn on the Colony.

## THE OPIUM FARM.

General satisfaction will be felt with the action of Government in awarding the new triennial opium monopoly to the second highest bidder. All sorts of theories were advanced to account for the unexpected enhancement in the value of the monopoly, but there is more in it than meets the eye. Vague insinuations have been made that the action of the authorities was ill-considered. Government and its officials are advised to doubtless know what is best for the Colony's own interests and act accordingly. The substantial offer of the successful syndicate will materially help the Government to tide over the Colony's financial difficulties for the next three years and considerably reduce the burden of taxation. There is little reason—at least for the present—for the hue and cry raised in certain circles that China's supposed vice is on a fair way of being driven to the homes of the people and that there is danger of mothers and children falling victims to the pernicious influence of the drug. These vivid pictures of the existence of vice where vice can never exist are only capable of vituperating missionaries and such-like ranters. Verily, a little knowledge is a dangerous thing.

## CRIME IN THE COLONY.

The Police are occasionally called upon to perform difficult duties in tracking criminals and on these occasions they discharge their duties in a manner highly creditable to themselves. But, sometimes, the members of the Force are handicapped by an insufficiency of men, which acts as a distinct incentive to crime, and at such times they are helpless. That it could be possible for a person to be attacked and robbed in broad daylight in a well-known locality of the Colony seems incredible, yet this was exactly what took place the other day, when a European lady was attacked by a number of ruffians and robbed of all she possessed at the time. In view of the numerous hold-ups that have from time to time been recorded, and considering that the Colony's depleted exchequer does not admit of the efficient patrolling of the Colony's lonely by-ways, it is to be hoped that in future members of the fair sex will exercise greater caution in proceeding on long walks unescorted. Daylight is no guarantee of safety.

## TYPHOON TOPICS.

At the risk of being accused of redundancy, I would venture to introduce typhoon talk at a time of the year when typhoons are hovering in the air and to the griffin who has never felt one means one of the joys of the Far East. What strikes the observant individual as being remarkable is the number of times that the dreaded visitor threatened the Colony with its unwelcome presence, only to change its course and strike adjacent country. The little *condemner*, which occurred on board the *S. S. Nippon* was a regular "damper" to an otherwise enjoyable trip, and solemn promises were made to the passengers that they would take extra good care to provide themselves with a good quantity of ale and beer on the next occasion in case of "emergencies" and exultingly snap their fingers at the announcement "No have got chow."

## HARMON'S CIRCUS.

It is a strange fact that in the matter of entertainments, the Colony is either bombarded with a plethora of good things or there is the sickening cry of "nothing doing." The presence of two well-known combinations of artists in the Colony simultaneously shows that there is money in the Colony and refutes the theory that the Colony is going on the water-rag. Kennedy Town has during the last few days been the chief centre of attraction in the city, and rightly so, for the clowns have moved the most down-looking Scotchman into unrestrained laughter and has removed the cholera from the most confirmed hypochondriac.

## THE GAMBLER'S PARADISE.

During the last week, the mental equilibrium of the professional gambler has been rudely shaken by the unannounced entry of the Police into their sanctuaries and some sharp penalties were imposed at the Magistracy for a contravention of the Colony's Ordinances. It is general knowledge that the Colony contains a gang of unscrupulous men and women who earn their livelihood by the rearing of gaming houses in various parts of the city. The exemplary punishment recently meted out should have a beneficial influence on an old and glaring nuisance. Regular raids by the Police will certainly have the effect of unearthing more of these troublesome characters.

## CRUSADE AGAINST KISSING.

Iowa, U.S.A., has started a crusade against kissing. A band of spinsters has enlisted in the cause and are determined to deny to a much-abused word one of the joys of living. I don't know from what standpoint Hongkong maid will view the question but I fancy they will doubtless have just a lurking suspicion that the pious spinsters are a little jealous. What sensible woman could countenance the abolition of such a charming habit? The idea seems to be preposterous. Dear me, what an electric shock the "kissing crusade" would receive if they took the trouble of crossing the "herring pond." They would then discover that in several provincial towns, there is an old-established custom which entitles the mayor at a certain time of the year to a kiss in right orthodox style from every young lady he visits. No man may come and men may go, but the numerous delight of kissing will go on for ever, which reminds me of—

"Kisses false or kisses true,  
Tis kisses over a bot;  
But the kiss that thrills you through,  
Is the kiss you never get."

## CASUAL CRITIC.

## MACAO HARBOUR WORKS.

## SHANGHAI DOCKS SECURE CONTRACT.

The *N. C. D. News* learns that the Shanghai Dock and Engineering Co., Ltd., has been favoured with instructions by the Governor of Macao to build four steel self-discharging hopper barges with all necessary door, lifting and lowering gear. The first two barges are to be delivered in Hongkong Harbour within three months from date of order and the remaining two in the next three months.

## CHINESE RAILWAYS.

## QUESTION IN THE HOUSE.

In the House of Commons on September 15 Mr. Ginnell (Weymouth, N., Nat.) asked the Secretary for Foreign Affairs whether he would state the annual loss and the total loss to date sustained by the Chinese Government on the bonds, maintenance, and expenses of the working under a British staff of the railway constructed by the Peking Syndicate, for which the Chinese Government had been forced to accept responsibility, seeing that the Chinese contention that this railway could never pay had been proved by experience to be correct; and in view of the hardship of raising taxes from the Chinese people for those purposes from which no return was expected, whether His Majesty's Government intended to have the bonds and agreements in this matter set aside for *re-consideration*, and if not, whether the assistance of this Government would still be given to the syndicate in enforcing its terms against China.

Mr. Mackinnon Wood (Glasgow, St. Rollox.) who replied, said: This railway, which was only made for the transport of the syndicate's coal from their mines, was taken over by the Chinese Government in 1905. I am, of course, not in a position to furnish the figures desired. The imputations in the question, which appear to be offensive, are without foundation.

Mr. Ginnell: Is the right hon. gentleman in a position to say how much of the working expenses of this line are paid annually by the Chinese in addition to the £35,000 interest on the bonds?

Mr. Mackinnon Wood: Certainly not. The Chinese Government made an arrangement with a syndicate to which His Majesty's Government is not a party.

Mr. Ginnell asked what was the total amount of loss sustained by the Chinese Government on the Shanghai-Nanking Railway since its opening for traffic; whether this had been paid out of taxes imposed upon the Chinese people; whether control of the administration and working was still retained in British hands; and upon what grounds His Majesty's Government assisted in imposing this burden upon China.

Mr. Mackinnon Wood:—I am unable to state the amount of loss, if any, sustained by the Chinese Government on this railway since its opening for traffic in March, 1908. The system of control established by the Loan Agreement in the form of a Board of Commissioners (Chinese and British) was suspended shortly afterwards by mutual consent, and its powers were delegated to its Chinese chairman. He, as managing director, was responsible for the working of the railway. The suggestion contained in the last sentence of the question has no justification.

Mr. Ginnell:—Is it not a fact that this Chinese managing director is in a minority of one against four on the board?

Mr. Mackinnon Wood asked for notice of the question.

Mr. Ginnell asked whether the hon. gentleman was aware that concessions for the making of railways in China had been obtained by financial pressure, bribery, and other improper methods, and British diplomatic pressure afterwards successfully invoked to enforce the terms of such concessions; and whether, in order to revive Chinese confidence in British enterprise, it was proposed in future to make an independent investigation and a favourable report, a condition precedent to assisting in the enforcement of the terms of any project for a railway in China?

Mr. Mackinnon Wood:—No, sir, I am not aware that British concessions for railways in China have ever been obtained by the methods indicated by the hon. member. Nor has diplomatic pressure been applied in respect of such concessions, except in cases where the Chinese authorities have manifestly failed to comply with the terms to which they had voluntarily agreed.

## CANTON-KOWLOON RAILWAY.

Mr. Ginnell asked whether His Majesty's Government had any report from Canton to the Kowloon territory could ever repay the principal or pay interest on the outlay on its construction and its working expenses; whether the hon. gentleman was aware of the contention of the Chinese Government that this railway, forced upon them by speculating adventurers without any authentic Chinese approval, could never meet those liabilities, and that the could be paid only by taxes imposed upon the Chinese people; and whether independent evidence in support of this view was available to His Majesty's Government?

Mr. Mackinnon Wood:—We have received no such report. At present the construction has been little more than begun, and time only can prove what the financial results will be. I have not heard before of the suggestion made by the hon. member that the Chinese Government contends that the railway can never meet its liabilities. I have no reason to suppose that it represents the view of that Government. The agreement for the construction of the railway in question was signed and ratified by Imperial edict at Peking in the spring of 1907.

Mr. Ginnell asked whether, in the interest of China and of legitimate foreign enterprise in that country, His Majesty's Government would require the Peking Syndicate and the persons controlling and profiting by the Shanghai-Nanking and the Canton-Kowloon Railways to make restitution to China out of the proceeds of their respective projects; and, if not, whether the support of His Majesty's Government was to continue available for forcing foreign loans upon China for unremunerative purposes.

Mr. Mackinnon Wood:—The hon. member appears to be under some misapprehension. The Shanghai-Nanking and Canton-Kowloon lines are both Chinese Government railways, though constructed by means of loans raised in this country, and any profit or loss arising out of their working would accrue to or be defrayed by China. I would add that His Majesty's Government has never forced foreign loans upon China for unremunerative purposes, nor is there any intention of doing so.

Mr. Rees:—Is there any reason to suppose that British concessionaires have received more assistance from their Government than concessionaires of other countries have received from theirs?

Mr. Mackinnon Wood:—Certainly not.

## ACCIDENT IN ARSENAL STREET.

HORSE KILLED BY TRUCK SHAMPS.

Arsenal Street was the scene of a shocking accident shortly after nine o'clock last Friday night, when a carriage horse killed on the spot by the shambles of a truck and the driver barely managed to escape unhurt. It appears that a Chinese carriage was being driven along the busy thoroughfare, when the horse suddenly took fright at a passing bicycle. The incident would have doubtless ended there, but just at the moment, a truck driven by some coolies approached the carriage from the opposite direction and the driver in his endeavour to pull up the animal, unwittingly exposed it to the shafts of the truck, which pierced the poor animal's chest, with fatal results. This is yet another instance of the want of the public safety caused by trucks not being provided with brakes, and unless something is done to control these dangerous vehicles, accidents like these are not likely to be averted to any appreciable extent.

## DUTCH BORNEO—BALIK PAPAN.

## Two days from Surabaya, passing through the Straits of Pulo Laut, which divide that island from the mainland of Borneo, you arrive at Balikpapan, the famous oil-port.

Bold headlands, queer native houses clinging to the steep hill-sides like so many bird-cages, immense tanks full of oil, exactly like gasometers in appearance, and a general greasy look about everybody and everything are the first impressions of this busy place. Landings is made easy as a matter of great tonnage came alongside the wharf, where a walk of a hundred yards or so will bring you on to a good road, lined with buildings public and private. Balikpapan is still in the making, its life depending almost entirely on oil. The Netherlands Industrial and Trading Company have control of the output, though British capital is also largely invested.

Oil-wells originally were tapped close to Balikpapan, but the supply diminished in time, and the Company is, at present, obliged to go further afield and bring the product to Balikpapan in a crude state from Sangga Sanga for refining purposes and for fuel.

Steamers of the Royal Packet Company burn liquid fuel and at Balikpapan the Van Spilbergen filled her tanks, the oil being conducted through large pipes from the reservoirs ashore direct to the steamer. These reservoirs are kept supplied by a fleet of coasting steamers engaged in the traffic from Sangga Sanga which have a carrying capacity of some 400 tons each. Liquid fuel burned in the steamers is the residue after benzine and the oil—refined and otherwise—for lighting purposes, have been extracted and takes the place of coal on modern steamers.

The amount of oil that can be stored at Balikpapan at one time is about 60,000 tons there being petroleum tanks with a holding capacity of 4,000 tons each. Excavations for these tanks have been made on the face of the hill, which rises immediately behind the town.

Warning notices greet you at every turn as to the heavy penalty you incur if you are found smoking, as a general fire in this place would mean simply "Good-bye Balikpapan."

Quite a number of European employees are to be found in this out-of-the-way spot, very comfortably housed on the hill sides, where the cool breezes restore exhausted energy after the hot day's work in sawmills, machine-shops, foundries, etc.

Balikpapan ten years ago was nothing more than a Bugis fishing-village, which is hardly to be believed when looking at the place to-day. It is said the supply of oil from the Sangga Sanga wells is inexhaustible, and it is that, so a very bright and lucrative future is in store for Balikpapan.

Eighteen tons of oil is equivalent to 23 tons of the best Welsh steam coal on our ships, after deducting the cost of transport. Balikpapan is the only way to Melbourne and back to Balikpapan without replenishing her bunkers. In short, she had enough oil on board to steam 10,000 miles. A visit I paid one morning to the engine room of the steamer to watch the process of feeding the furnaces with this liquid proved highly instructive, the chief feature being the uniform heat kept up in the boilers and the great amount of labour saved. One man can do the work of three, his duty being merely to go round from furnace to furnace manipulating by a touch of the regulator the required amount of fuel to keep things at proper heat. The danger attendant on burning liquid fuel on steamers is said to be greater than coal, but so long as due care be observed and the machinery be in sound condition risk may be left out of the question.

A stay at Balikpapan of a day is enough, as, beyond oil, there is nothing much to see. The means of getting about is irksome, as there are no vehicles of any description in the place so you must walk. If you are a philanthropist you can pick up some good issues of old-fashioned stamps which, it is said, will soon be out of print. The shore road is the only road at Balikpapan and here you can buy pictorial post cards, but Borneo curios the things one really wanted were not to be had. Every place now is flooded with cheap Manchester trash and the only order of the day in goods of all kinds.

I looked carefully in the jungle for Dyaks with men's heads slung on poles but was greatly disappointed. All the good old customs seem to be dying out, and soon the "Wild Man from Borneo" will be as extinct as the Dodo. But of Chinese, the ubiquitous, the economical, the clever sons of Confucius, Balikpapan has its share. You can buy German lager beer from the Chinese store-keepers and I believe you can get a shave and hair cut. I saw also Japanese kimono, sardines, eau-de-Cologne, German sausages, tooth-powder, everything, in fact in the way of luxury, the Chinese, as usual, pocketing all the profit while the poor out-cast Borneo look on. It is often said the only mark of a Chinese is his bargaining is a Jew, and I am inclined to think the latter would generally speaking, be the loser.

The shore road, in time, will be a credit to Balikpapan with its young, pointed regias to ornament the drive, while coco-palms, of course, flourish abundantly. The road-bed has been laid to carry electric cars and I think some my visit a year ago these must now be running. Residential abodes; some very handsome with splendid gardens aglow with blossoms, promise to make the boulevard "a thing of beauty and a joy for ever." Time slipped along most pleasantly at Balikpapan except for the intense heat and no ice in the place. Warm beer after a long walk is, perhaps, better for you than a cold drink, but it is not so palatable.

Between Balikpapan and Macassar in the straits of the latter we met the American fleet coming along. At night, the morning and the night of lights in the calm sea all were magnificent. It looked like a floating Parisian boulevard lost on a cruise.

—H. M. M. in *Singapore Free Press*.

## A CLOMSY THIEF.

DROPS HIS-GOTTEN GAIN AND BOLTS AT SIGHT OF POLICEMAN.

The inherent clumsiness of some men are sometimes responsible for their own downfall, which is perhaps a fortunate thing, at least from the standpoint of the Police. One such calamity was the experience of an early bird in the small hours of this morning. Thinking that his stock of good things required replenishing, a member of the thieving fraternity entered a house shortly after the hour of four this morning and knowing that the inmates were sound asleep, annexed a box of clothing. With his spoils snugly tucked under his arm, he was about to depart, but at the entrance to the house met a policeman dropping the box on to the roadway, the thief beat a hasty retreat in the most approved style, but the policeman proved himself a fleet-footed individual, and very soon the bold-bad man stumbled over something and unconsciously bit the dust, and was assisted to get up by the "bobby." This morning the unsuccessful thief was given three months' hard labour and six hours' stock.

## GERMAN NEW-GUINEA.

Standing on the deck of the N. D. L. steamer *Maula* the other day, just before she left for New Guinea inaugurating the new Singapore service to that island, I recalled a visit paid to that part of the world some three years ago.

It was coming East again after a trip to Africa, and had been through Torres Straits some six or seven times, so I thought that a look in at New Guinea on the way to the Philippines might prove interesting.

Outlandish countries have always more attraction about them than civilised ones, and in Guinea there is plenty of primitiveness. Clothes are very little worn by the "best" people and as for a cab, a bicycle, a motor car in Herber-shoe—the capital—you might look in vain.

You are informed that New Guinea is teeming with malaria, that everybody thinks that the climate is as large as a barn in fact you will die in twenty-four hours! I was prepared for all—and was.

The *Prinz Sigismund*, when we left Sydney was practically empty, but of cargo we had more than enough, including horses, pigs, benzine and missionaries!

Anxious to know how my companions were I walked into the saloon and found two very dismal men; in the second cabin I encountered a red-haired missionary, and a lady for Mailla, whose golden hair was out of a bottle and complexion too good to be true.

After touching Sydney Heads we ran into a southerly gale, rather it ran into us, and the bottom stacked on deck banged and banged about in alarming fashion. The pigs for Simpsonhafen made the atmosphere hideous with squeals and everybody that had a delicate organisation suffered pitifully. After Brisbane things improved and the vessel's course was set, on or about the 13rd deg. W. Long for New Britain! I imagine that few persons in Singapore knew where New Britain is—or perhaps care, yet New Britain is important and her mountain peaks as they show above the horizon after our voyage from Sydney were imposing. The capital of New Britain is Simpsonhafen.

The Germans since their occupation of a portion of New Guinea and out-lying islands have re-baptised a large number of places and they become confusing to Britons. New Britain, for instance, in later times has become New Pommern, New Ireland is now New Mecklenburg, German New Guinea itself rejoices in the sounding title of Kaiser Wilhelm Land and the Archipelago, in general, is known as the Bismarck.

All this sounds very fish and large but the practical question arises "What is Germany doing with the place?" I am talking now of three years ago when things were in a most primitive condition and this, it must be remembered, after twenty years of occupation. You will be told that everything is wonderfully improved since then but I am doubtful. Let me sketch Simpsonhafen for instance. A dozen or so of primitive houses on a marshy piece of land that after rain is a slough of despond. The general post office, with an enormous spread eagle on its portals is about the size of an ordinary house, while the only flourishing-looking building is the hotel, where the whole Colony congregates to drink lager beer and play billiards. The capital and seat of Government is, I understand, some eight or ten miles from the Hafen, but I understand now the buildings have been shifted from the capital and the Hafen has become the centre. Simpsonhafen is undoubtedly picturesque, and has a splendid land-locked harbour that might accommodate several navies, but beyond a Government yacht and an old coal-hulk or two I saw no shipping.

The general aspect of the surrounding country and much of the vegetation covering the hills brought to mind the sugar lands of North Carolina. The heat is equatorial, Simpsonhafen lying in 4 deg. S. enclosed by an amphitheatre of mountains and few residents, if any, have escaped the ravages of malaria. Fever, like most things in life, becomes second nature after you have had several bouts and as a resident in this place remarked: "I have it every week or so; in fact I should feel lonely without it."

Wherever you go in New Pommern you will hear two names mentioned, these are Hermann and Co. and the New Guinea Company. The former sports dogs carts, the only vehicles in the place, imports all the food and the latter, I am told, has a large staff of men and has offices at Simpsonhafen and was told that the Hafen is "no man's land." That is to-day the New Guinea Co. has agreed to stay at Friedrich Wilhelmshafen as long as Hermann stay at Matupi; a place near Simpsonhafen, leaving the port neutral ground. I took a trip to Matupi through the jungle as thick as Johore, and I imagine difficult to make roads through. My most vivid recollection of this trip is a large yellow snake that darted out in front of me and disappeared in the undergrowth. I came across a good many young boys and girls who had become converts to the R. C. faith. Their large skulls crossed hanging round their necks, which were anciently disposed of for a consideration, and there were plenty more where those came from.

Friedrich Wilhelmshafen and copra are synonymous terms, the whole surrounding country being coco-groves and as far as I can see this is the backbone of German New Guinea though in a few years rubber will be expected in large quantities. Though New Guinea is attractive from a botanist's point of view and for the explorer, I do not think it will ever be sought after by Australians as a home. Its heat is sweltering, there are no telegraphs and, of course no railways, though past years short telephone lines and portable tramways for freight have been added. Horses simply go to pieces, becoming covered with sores on which large voracious flies settle and drive the poor brutes crazy. The New Guinea rivers are magnificent, and a splendid trip can be made up in a motor-launch as far as you like, but this is the only way. You see the far off ranges where cannibals still exist, you see wonderful trees and shrubs that few botanists know anything about, like themselves have only seen them, as they have through field glass or a telescope. It is all wonderful and mysterious land that will grow all the rubber that this world wants and Mars and Saturn into the bargain.

But you grow appalled at so much uncultivated land, you look in vain for horses, cows, goats, or anything in fact of a homely character. There is nothing of the kind. Nature runs riot and the unfortunate exiles who sit and drink lager beer—their only solace—are merely waiting for the time to come to go home.

H. M. M.—in *Singapore Free Press*.

RETURNS of the average amount of bank-notes in circulation and of specie in reserve, at Hongkong, during the month ended 30th September, 1909, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, \$5,782,561	\$4,000,000	
Hongkong and Shanghai Banking Corporation, 12,777,049	13,000,000	
National Bank of China, Limited, 52,265	all.	
Total, minimum \$16,611,875	\$17,000,000	

## CONSOL-GENERAL WILDER ON CHINA.

## ADDRESS TO THE CHINESE IN TOKYO.

Recently Dr. A. P. Wilder of Shanghai gave an address at the Y. M. C. A. in Tokyo. By way of introduction, Dr. Wilder spoke of his three years in Hongkong and his travels in China, especially a 900-mile trip overland from Hankow South to Canton. The country is fertile and beautiful—it is economic and industrial development that are needed. In all that distance he saw but one or two smokestacks; absolutely no mechanical contrivances except wheels to lift water, and simple house-holds.

Dr. Wilder then proceeded substantially as follows:—

As the body must be nourished to enable a man to do good work with his mind, so a certain material prosperity is essential for a man or a nation. It is the first need of the Empire of China—more production, development of resources, that the struggle for existence may be less keen, thus permitting effort on higher lines.

A strong state must have first a foundation of material prosperity; hence the importance of promoting industry. The soil is the source of all wealth; it is the millions of contented, intelligent, virtuous farmers that make my own country great. It is not uncommon for graduates of the best colleges to pass by the professions and become farmers. On travelling in Japan one is impressed by the work of the forestry department; mountain sides checker-boarded with trees to be planted by young trees, that in a generation will be priceless.

Bright and progressive men should be encouraged in China to start mills and open mines and increase production; this would mean money among the employees and better homes and schools. The local government would have large revenues with which to build roads and bridges.

As Japan traces many of her institutions and possessions to Chinese sources, so to-day China is drawing on Japan for many things modern; and the educational interest is necessarily of the two peoples are alike in part—it is not strange that many Chinese youths should come here. It is an advantage for those of you who are industrious and refrain from conceit; but your own people in China and foreign observers agree that not all are benefited. Some go back to China with immature ideas of political upheaval; others set up to teach English who know little except "What is your name?" and others suffer from the malady known among youth of all nations as "big-head."

Now China is a country where some government is better than no government at all, and the Taiping rebellion know. A lot of well-meaning people of all nations helped on that strife-fire which did not abate until some 10,000,000 people were put to death. There are things that need correcting in China, but young men who study abroad should be the first to see the importance of order and respect for authority and the unwisdom of spreading discontent. They will find ways to let their neighbours know a better way of doing some things, and of bringing about reforms, but it will be not only dangerous for you on your return to China to become conspicuous as a dissident to your rulers but it will be unprofitable for it will breed discontent and hate among the people, who are now fairly happy.

People who think of China as a cruel despotism—of her rulers and magistrates as harsh and unjust, do not know conditions. The fact is the rulers fear the people, rather than otherwise, and constantly study not to offend the people. The faults of the government are the faults of the system rather than of individuals; the average magistrate seeks to be what his title conveys, "The father of the people." In the interior, I have been consulted by judges and others, who were plainly striving hard to reach a just decision in a case, of which they conversed in close detail. The Chinese official, more than any official of earth, must earn the approval of his people, otherwise they put such a pressure on him, by local violence or otherwise, that he must leave. Some Chinese practices of which so much is said, as official "squeeze" etc.—should be abolished, but the people understand them, there are limits placed on them beyond which the official dare not go. The official himself would welcome a change. Provided the Government gave him a living salary, these reforms can and will be brought about by the demand of progressive Chinese. Nothing is more important than confidence in the justice and protection, whereas at present a Chinese dreads to have business at the yamen, for he does know how much it will cost him in money, and he fears entanglements. There should be a uniform posted scale of fees for public services.

It is gratifying that the new administration at Peking is peacefully installed, and it is already clear that the Prince Regent and his associates wish to do progressive things.

The greatest fact in China of late is the educational system on modern lines. You have the new buildings and considerable equipment, what you have not got is the skilled teacher. It is difficult enough in America and England to get thoroughly competent teachers, so it is not surprising. It requires time to build up a staff in China. But while Japan called in the best men from all countries, only a few Chinese government are now and liberal enough to employ foreign teachers, and of course, the new learning can be taught only by those trained in it.

China needs a development of patriotism, so that the peoples of the 21 provinces will love their country, and not merely their village and clan, and be willing to sacrifice for this ideal. She also needs what all nations need, higher moral ideals. It is a noble programme, and no one can deny that it is a noble one. An educated people is not always an admirable people, but among such are always seekers after truth, and you thus let loose forces, which may make a perfect state. Ignorance is a heavy blanket thrown over a people—and progress is possible. Education is light.

China is feeling the tendency to new life, though compared to Japan little has yet been done. Chinese returning from America, Australia and England have been a useful force in kindling a desire for better things. Certain statesmen, as Chang Chi-chang, and others, who have been educated abroad, are cordial to new ideas and betterments. Think of the present ruler of China, a man who has been to Europe! Railroads are doing their part. The superstitions and hostility of a few years ago are now almost never mentioned. The thousands of students studying in Japan, America and Europe take back to China ambitions for betterments; this influence is perhaps greater than any other.

Caryle said it was a tragedy when any one failed of his full development; the great nations have developed to fullest capacity, not only in power, but all. We hear of the fall of ancient Greece and Rome, but the culture of the few was on a foundation of slavery. Nothing was done for the common man, and mark this; the state suffers while going of its people are undeveloped, for the state is thus robbed of what these neglected ones might do for the state. Women are given every advantage in the United States, one reason is that many inventors are made by them

and registered in the patent office, to add to the common welfare.

A great state must be made up of intelligent men and women—I say women as well as men, for children being in the constant company of the mothers, it becomes an opportunity to impart culture.

Under old fashioned despotisms, it was not important that the common people be able to think; they had simply to obey. Indeed if they did think, they had trouble. But intelligence in the people is all important in this day of liberal government.

Japan is to be congratulated on her educational policy which leaves no one ignorant; it is impressive to see even the ricksha coolies reading the newspapers.

Educated men devise improvements; they insist on a higher standard of living; they get in touch with other peoples and give and take good things of all sorts.

Those who argue for a "standstill" policy, for a simple life, by which they mean a life of the life of the beasts of the field—do not believe in the possibilities of man. They are discouraged by superficial or temporary phases when education "is begun." What the optimists seek to achieve is the fullest possible development of every man and woman in this country. Among the peasants, among the Chinese coolies, are generals, artists, inventors, spiritual leaders, strong and beautiful characters to help men; but without education and religious uplift, they remain locked up treasures, and the state is thus robbed of the strength.

It is here the enlightened statesman exceeds the timid man—the former has faith in man. He is not afraid to give him opportunity and education and weapons of self-development.

China and the United States are fortunate in this that there is no caste system; each man by self-effort may make the most of himself and come to his fullest powers, with no traditional or artificial barriers to climb over. With all its people thus to draw upon for ideas and activities—for invention, for military genius, for commercial, intellectual and persistence, for steadfast and religious stigmas and leadership, a nation is richer than where a larger contingent of its people is suppressed in its development and the nation's strength drawn from a limited contingent.

There are living and dying nations as there are individuals; a century or two is enough to transform a world-leading nation to a pathetic wreck, and the explanation invariably lies in the weakening of the individual character; the people cease to be industrious, earnest and become pleasure loving; laxity is the rule, reverence yields; empty devotion is substituted for genuine service to God, and the state falls off and the government, driven to its knees from vice as the easiest source. Then follows corruption, social commercial, and political and when war comes, it is discovered that love of country is more rhetoric or wholly absent, and men are more eager to save their lives and their fortunes than their country.—China Gazette.

## THE HONGKONG UNIVERSITY.

## HANDSOME CHINESE DONATION.

We are informed that Mr. Cheung Pak Sze, a prominent resident of Canton, has forwarded to H.E. the Governor towards the University endowment fund the handsome sum of \$50,000, which he has succeeded in collecting from residents in the Canton district.

## TOWKAY LOKE YEW.

## SPLENDID DONATION FOR HALL AT KUALA LUMPUR.

We have mentioned briefly that Towkay Loke Yew has given the sum of \$50,000 to found a Chinese Town Hall at Kuala Lumpur, and in connection with this the following article from the *Perak Pioneer* should be of interest:—

The Chinese have made the F. M. S. and the F. M. S. have made many a man and magnate of the Chinese, but none of them, except Towkay Loke Yew, have come forward to show their appreciation of the land that had given them name and fame and millions; too, by any sign or act of public beneficence or public utility. It is true that they have been found ready to put their hands into their pocket in a case of emergency, or to befriend, honour or recognise any public act or function, but so far as a tangible building or memorial, useful or ornamental, individually or collectively, is concerned, neither we nor their Chinese are beholden to any one of them, if we except Towkay Boon Eng fountain in the Taiping market and the Birch Memorial at Ipoh, shared though the latter by other nationalities.

## AN ADDITIONAL PALACE.







## Faulty Scales.

## RE-HEARING AT THE MAGISTRACY.

ORIGINAL DECISION ADHERED TO.

At the Magistrate's Court, last Wednesday, Mr. F. A. Haveland (First Magistrate) presiding, the hearing took place in the case in which the Mitsui Bussan Kaisha were summoned for keeping unjust scales on board the *Fukui Maru* and the *Shibetsu Maru*. It will be recalled that some time ago, Inspector Gourlay boarded the *s.s. Fukui Maru* and discovered on board four short-weight weighing machines which were being used for the delivery of coal. The maximum penalty of \$500 was imposed, from which the defendant this morning appealed. Mr. John Hastings (of Messrs. Hastings and Hastings) appeared for the appellants, while Inspector Gourlay (Inspector of Weights and Measures) watched the proceedings on behalf of the Police.

In delivering his written judgment, His Worship said:—I will first refer to the case of the *Great Western Railway Company* (appellants) and *Ballila* (respondent) 34 L. J. (M.C.) 31. The appellant on the platform at one of the stations on their line had a machine for weighing luggage and parcels. The machine had been in use for some time, and of order for a fortnight before the day of the complaint. The index of the machine stood at 40 lbs. instead of zero, whereby unless the lbs. were allowed for, there would be a loss to the customer or passenger in every case, but it was asserted by the station-master that this allowance had been directed to be made by the porter, who was in the habit of weighing the goods. The Company were convicted and there was an appeal against the decision of the Justices. This decision was upheld.

Mr. Justice Clompton, in his judgment, stated that the machine was of such a nature that this conviction must be affirmed. The appellants have been convicted by the Justices for having this machine in their possession in a state in which it was incorrect and unjust, not that it was designed and wickedly unjust. My brother Haynes has likened the case to that of a clock which is affixed on a stage coach, but I think that would be a case against him, for if an Act of Parliament said that a clock should be carried on a stage coach and it was constructed in such a state as to be an hour wrong it would not be carried within the meaning of the Act. Now the machine in question affixed on a stage coach, the object of the Act of Parliament was to prevent people from keeping in their shop or place of business machines for the purpose of weighing which would show an unjust weight; which would suppose it was kept fraudulently by the Company for the purpose of defrauding the passengers, but the Act intended that they should not keep such a false machine as might lead to mischief if it was improperly used. It is said that it might easily be made right, but the same might be said in every case of a complaint against a person keeping false scales, that they might always be made right, but the intention of the Act was to prevent people from keeping such a false machine as might lead to mischief if it was improperly used. It is said that it might easily be made right, but the same might be said in every case of a complaint against a person keeping false scales, that they might always be made right, but the intention of the Act was to prevent people from keeping such a false machine as might lead to mischief if it was improperly used.

The intention of the Act was that the scales should not be kept in such an incorrect state as that they might be improperly used. Mr. Justice Moller, in the course of his judgment, stated:—The object of the statute was that whenever weighing machines or scales or weights are kept, care should be taken to have them in such a state as to weigh correctly. It was contended on behalf of the defence that there was an absence of *malice*, and that there was no intention to falsify their scales for the purpose of making a profit. The question of *malice* does not affect the question in the least. Mr. Justice Clompton laid particular stress on this point in his judgment. Another point raised by the defence in the second case was that as some of their scales found by the Police were in favour of the purchaser, and as the purchaser was not prejudiced, I ought not to inflict any penalty. I cannot assent to this proposition. Moreover, to say that would be to open the door, or I may even go further and say that it would be a direct encouragement to fraud by falsifying their scales for the purpose of making a profit. Under this section, it seems to me that there is no difference whether the falsity of the weight is to the advantage of the seller or buyer. The case of *Brooke v. Stedgate* 1873 L. K. Q. B. 352, which decided that it was no offence if the weight was in favour of the purchaser, was decided on the different and repeated statute (22 and 23 Vict. c. 35 section 3 (see *Stones* p. 1082 and *Oke* p. 674)). Mr. Justice Moller states that the scope and object of the Act is that a person keeping weighing machines and scales should have such care as to have them in such a state as to weigh correctly. The offence is one of negligence, and the gravity of the offence depends upon the amount of negligence shown by the owner of the scales in not having them kept in such a state as to weigh correctly. I would refer to Section 3 of the Ordinance. By that section, any person can have his scales tested and stamped as correct on payment of \$1, which amount is merely for defraying the expense of conveying the machine to and from the Police Court. I now come to the question of penalty. It was stated that the defendant firm used 40 scales for weighing coal. These scales have been used for two years, and had never been tested. These scales were also used in all sorts of weighing, which rendered them liable to rust. The defendant company are large importers of coal. I had a case the other day in which the defendant Company charged a man with larceny of coal. In the course of the proceedings, it was necessary to prove the amount of coal belonging to the defendant Company which was discharged from their steamers between the 2nd August and the 7th August last. The amount was 13,775 tons of coal. In my opinion, the defendant's conduct showed the very greatest negligence in not having their scales tested. I do not propose to alter the fine of \$500, which I have inflicted in the first summons.

With respect to the second summons, I proposed to follow my usual practice with respect to a second charge when the second charge is a similar charge and if committed about the same time as the first charge. I always treated the second charge in the nature of a concurrent offence and reduce the fine considerably. There is, moreover, a strong objection to the multiplicity of criminal proceedings. It is against the policy of the law. I propose to inflict a fine of \$100 in the second summons, \$50 for each false scale which was shown to be in the possession of the purchaser.

## VICTORIA ROBBATION CLUB.

## BOXING CHAMPIONSHIPS.

The V.R.C. will hold a boxing exhibition on Friday, 9th, and Saturday, 10th inst., in their large Gymnasium, for the Club's Championships at different weights. They have secured the services of "Kid" Marriot in injured classes every Monday and Thursday, and to be as to put the competition in good form for the above two days. We understand some members are going to it at now, and some will be expected.

## OPIUM SMOGLING.

S.S. "YUENSANG" MULCTED.

The British steamer *Yuensang* has been fined Pao for the bringing into this port of the morphine discovered aboard her by secret service men when she came in on the seventeenth of September, says the *Cablenews American* of 6th inst. The *Yuensang* was released in order to proceed on her run to the China coast and the fine was imposed on her last arrival in Manila.

It will be remembered that there were forty-five packages of morphine seized at the time and the value of them was \$119. Five of the packages came to the surface after the *Chino*, who was discovered in attempting to pass them to a cargo allabridge jumped overboard. The actions of the *Chino*, who was a personer, aroused the suspicions of an officer aboard the vessel, and when he discovered he was being watched he immediately leaped over the side. Although the man was not seen, to come up again, five packages of the morphine floated and were picked up. Further investigation resulted in the finding of forty packages more, in the possession of Francisco Manuel. In a letter to Collector McCoy, Captain Rolfe, of the *Yuensang*, stated that his officers have taken every precaution to prevent the bringing aboard of contraband goods at Hongkong.

It was found that the officers of the *Yuensang* had no intention of attempting to defraud the revenue.

## IMPORTANT PROSECUTION AT MANILA.

The trial of Louis T. Grant and William Kennedy, for the illegal importation last July of over Pao's worth of opium and cocaine, which has been the talk of the city for some time past was begun in the Court of First Instance this morning before Judge Lobingier, reports the *Manila Times* of 8th inst.

At the very beginning of the trial, and while the spectators listened breathlessly to the proceedings Louis T. Grant faced the court and, on an amended complaint, pleaded guilty to the charge and threw himself on the mercy of the court, with the understanding that he would later explain the circumstances of his connection with the illegal transaction with a view to securing leniency.

The case was first called upon, two separate complaints, upon motion of the defence, the complaint was amended, the defendants waiving their right to the two day period for pleading. The court adjourned until a new complaint could be drawn and filed. The defendants were then hidden to stand up, and the new complaint was read to them, at the termination of which Charles C. Cobb, legal representative of Louis T. Grant, arose and said, in answer to a question as to whether his client was guilty or not guilty:

"The accused, Louis T. Grant, pleads guilty to the charge, under circumstances which he desires the Court to take into consideration before passing sentence upon him. It would be improper to make a statement of the circumstances at this time, and for that reason the defence asks the Court for an opportunity to be heard for a consideration of the circumstances which the defence considers as having a bearing upon the penalty to be imposed."

The Court answered that the defendant would be given an opportunity, to state whatever he wished in his own behalf. Judge Waite, representing the defendant Kennedy, moved that, before any plea of Grant's be accepted, the Court investigate the circumstances under which the plea of guilty is made by Grant, claiming that it would be made in accordance with an understanding with the prosecuting attorney that the sentence to be imposed would be mitigated or ameliorated in consequence of his making such plea. He asked that the Court inquire into all the circumstances and conditions and the exact character as well as the connection of Grant as the principal actor in the charge to ascertain whether the plea of guilty should be accepted under the conditions disclosed.

The Court: "The defendant has an absolute right to enter a plea of either guilty or not guilty. The Court has no discretion to reject such plea. The discretion of the Court has to do with the penalty only. No arrangement by the prosecuting attorney can bind the Court to any penalty in this case." An exception was noted, and the defendant Kennedy was then bidden to plead. He refused to do so, and in accordance with the rule a plea of "not guilty" was ordered entered.

All the witnesses were sworn and ordered to leave the Court-room. The first witness called was J. P. Lawler, chief of the custom secret service. The witness testified that, on July 23, 638 tins of opium and 70 packages of cocaine were imported into the port of Manila, all of which being concealed in mining machinery consigned to the Philippine Gold Dredging Company, of Paracale. The contraband arrived on the steamer *Yuan*, from Hongkong. He first saw the machinery on the wharf in front of the custom house and knew that it was taken to the shop of George Y. Taylor, where he ordered it followed, being suspicious of its contents or supposed contents, which he believed to be opium. He saw the opium taken out in Taylor's shop that morning, and in the afternoon discovered the cocaine contained in a hand winch. He identified three tins of opium and three bottles of cocaine as belonging to the shipment. The tins were branded in Chinese characters, and the bottles, three of which contained labels as follows: "118 oz. Cocaine Hydrochlorate, crystallized, for sale, according to the size of the bottle. It was made by Dakin Brothers, a London firm. The opium was contained in four staves and four columns, hollowed out, the tin being specially made to fit the opening inside. The ends were closed by a screw plate.

The defence moved to strike out all his testimony as not connecting the defendant Kennedy with the crime alleged. The Court stated that the motion would be sustained if no connection were found later. Upon cross-examination the witness stated that the tins inside the hollow pieces of machinery had in some cases been wrapped with paper to bring them to the desired measurements to prevent rattling.

Daniel Barnshaw, an engineer of eighteen years' experience, was the next witness. He had examined the machinery and found it to be made of mild steel. In his opinion the preparation of these pieces was accomplished only after a great deal of work and considerable expense.

Question: "In your experience have you ever seen such a shaft as the one in question, which was to be used for a legitimate purpose—the purpose for which it is ostensibly designed—bored out hollow?"

Answer: "No, I never did."

Question: "Are shafts ever made hollow?"

Answer: "Yes, not with that diameter."

Dr. Walter C. Holmes, chemist of the Bureau of Science, testified that he had examined the samples of the shipment and found them to be opium and cocaine hydrochlorate, as the labels state. Upon cross-examination he could not state whether the opium or cocaine was from Arabia, Egypt or China.

J. J. Kelly, secret agent of the custom service, was the next witness. He had seen the machinery at the wharf of the custom house, and followed it to Taylor's shop. It was carried on bull carts, but he did not know the owner of the same. He talked to a Filipino and an American whom he could not name.

George Y. Taylor, who opened the shafts, said the opium was concealed by closed couplings, the ends of the pieces being like a copper or a flange.

"Did you ever see shafts made that way before?"

"No," he said, "the shafts would not work with any such couplings."

Cross-examination: "Who sent machinery to your place?"

"Grant came to my place that morning and said he would send it up to me. I was to enlarge the bolt holes in the coupling flanges."

"Did he tell you to take the couplings off?"

"No."

"Did he tell you anything else?"

"Yes," he said, "that secret agents of the custom house might come around and ask questions."

"Why did he tell you that secret agents suspected the machinery?"

"I don't know."

"Did he give you any directions as to what to do if they did come around?"

"No."

The next witness was Louis T. Grant, who was still on the stand at 12.30 this afternoon.

He told a plain and very connected story of his relation to the illegal transaction, in a matter-of-fact way, and did not waste words.

Question: "Have you been made any promises with reference to your plea of guilty?"

"I was told that if I stated the real facts, the prosecuting attorney would consider me for consideration for my plea of guilty."

"Before making your plea were you also told that the Court declined to make any arrangement or agree to anything with reference to passing sentence upon you, in case you did plead guilty?"

"Yes," he was told that.

Judge Waite, on behalf of the co-defendant Kennedy: "The defence objects to the reception of any evidence whatsoever that is offered by Grant and which touches upon the importation of opium and cocaine into the Philippine Islands except in so far as the testimony may apply to the personal case of Grant himself, the same being merely taken into consideration by the Court in inflicting punishment upon him. Evidence by him against Kennedy is not legally admissible."

The Court decided that the question as to whether the evidence should be admitted was one of great importance and ought to be considered at length, stating that if later the evidence is found to be incompetent, it will be stricken from the record. An exception was noted.

Grant then proceeded with his story. He said that he had purchased a lot of machinery for the Philippine Dredging Company in Hongkong, from the Whampoa Dock Company, and it was shipped to Manila through Wm. Barker and Company. This was last June. He acted merely as purchasing agent, has no stock in the company and is not an employee of the same. He went to Hongkong at the instance of Judge Ingels, the president of the company. While there he contracted for new pumps, fire bricks, fire clay, and other articles. But the bill of lading covering the articles he had bought contained other articles than those he had ordered, of which he had no knowledge until his arrival at Manila. He first saw the bill of lading containing the shafts and columns at the office of E. B. Morris, customs broker. He had previously been informed of its shipment by a letter from the shipper, Barker and Company, addressed to him as follows:

"Sir,—We omitted to advise you in the last shipment of machinery under mark P. G. D. C. No. 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and shipped for account of Chaw Lau-ching, with instructions to hand these over to Mr. Francisco in Manila and to inform him about the shipment. He was told that he should see Kennedy about the delivery of the same. He called up Kennedy on the telephone and Kennedy told him it was an opium shipment. He said: 'Don't talk about it over the telephone; come to my office.' He went, and there talked over the matter. Kennedy offered him P10,000 to load the nine pieces of machinery through the custom house. He accepted, and they talked it over several times, sometimes at Grant's rooms at the Nevada Hotel. The last time he talked with Kennedy about the shipment was on the evening of August 7, when Kennedy went to his rooms at the Nevada Hotel. They talked the matter over and went into the matter of the seizure of the contraband by the customs authorities. Detective Cooley, of the Constabulary, was concealed behind a screen within hearing when the discussion took place.

"I told him," continued Grant, "that the matter upon which we were engaged was serious business. He offered to pay all the expenses of my trial so long as I did not implicate him in the transaction. He said that he had quarrelled with a friend in Hongkong, where the opium was bought, and that this man informed the customs people of the shipment, and in that way we were caught. He said he bought it through his brother and other people, whom he had advised by cable to fly the country when the seizure was made there. He said they could not be found, even though the customs officials did investigate at Hongkong. Mrs. Grant asked him what he proposed to do about the matter and explained to him that the matter was one not only of expense, and a great expense at that, for the trial, but was one of imprisonment as well. He said there was no danger, and that so long as he was not implicated, he would see that all money for expenses would be forthcoming."

Upon cross-examination he stated that he had no further interest in the illegal importation beyond the P10,000 which was offered him for loading it. He had no share in the profits and did not stand to lose or gain by the sale of the contraband.

Grant was subjected to a most rigorous cross-examination by Judge Waite, and from the questions asked he was virtually accused of being a trafficker in opium and lottery tickets. The defence maintained, and will endeavour to prove, that Grant has been engaged in dealing with opium and lottery tickets for a long time past. He was asked some very pointed questions about one McIntyre, who appears as a dark horse so far, but from the importance that his name is given every time he is mentioned, it is very evident that he will figure prominently in the trial as it proceeds.

This morning both the prosecution and defence believed the case would be finished in three days, but the defence is putting up such a strong fight that there is no chance of the case being finished within that time. Judge Waite objects to every witness whose testimony tends to connect Kennedy with the crime, except that of Grant, which would tend to connect him with the crime.

with the transaction, although the prosecution says it has such evidence in abundance. It is possible that Detective Cooley will furnish testimony to supply the missing link in the chain of evidence.

## "ATTEMPT TO IMPORT" INTO CANADA.

The C. P. R. police made an important arrest last night, when they caught three Chinamen, who were attempting to smuggle into Canada, from the *Empress of Japan*, reports the *Vancouver Advertiser* of 9th ult. The Chinamen were taken just as they were coming down the gangplank with the stuff, and although they made a partially successful attempt to throw it into the water enough was saved by the constables to establish a strong case. The men who are now in gaol for the attempted smuggling are Chang Goy, John Tong Tie and Ching Tie. They are waiters and waitresses on the steamship, and how they were able to obtain the stuff to smuggle is a mystery, as they are all under a \$500 bond. When caught they had 30 half-pound packages in the sack, and had thrown about 30 overboard. No attempt at resistance was made, the Chinamen apparently realizing that the game was up. C. P. R. Constable Sharkey took the smugglers to the Police Station and the Customs officials will take action against them to-day.

Under the Dominion statutes the importation of opium is strictly forbidden, and the Chinamen will therefore not come under the regulations regarding smuggling, but will have to face the Code. It is stated that this practice has been going on for some time, and the officers were on the watch. Opium in Canada is worth anywhere from \$50 to \$400 per pound, and across the line its value rises to something like \$500 per pound.

## SHANGHAI TRADE.

## CONSUL-GENERAL FOX ON BRITISH MERCHANTS.

Messrs. Noel Murray and Co.'s report on the Shanghai Goods Trade says:—

Our attention has been called to some extracts from, and comments on a report by Mr. H. H. Fox, Acting British Consul-General in Canton, which appear in the *Merchants' Gazette* of the 21st August last. We have seen the actual report itself, but what appears in the publication named is fully sufficient to justify the indignation that is felt by British merchants here at the gratuitous slight, to use a mild term, that their ability to properly pursue their vocations is thus subjected to, and we commend the manner in which the said paper treats the remarks of one who, in spite of his position, seems to be sadly ignorant of, or does not appreciate the disadvantages British merchants have to contend against in their competition with Foreign rivals, whose Government officials do all in their power to push the interests of their nationals. No one is more keenly alive to the actual position than we are, and we are not less than the British merchants in China, and if the trade sometimes goes by them Mr. Fox can rest assured it was not through the lack of business acumen.

Business commerce to show more briskness in American makes, a fair quantity having been bought from second hands, chiefly for Newchwang, though Tientsin buyers have not been altogether out of it. There is not much doing as yet in English goods, however, although some holders are quite willing to sell at a great deal less than replacing cost, as they look upon that as impossible of attainment. The dealers say they are still waiting for the sailing of the *River* generally, and come in from the country and seem to be fully confident that they will come.

Judging from the general excellence of the crops over the country it would certainly seem that trade should now be showing a great improvement, and prices more commensurate with replacing cost. Week after week passes, however, with only a mere head to mouth business being done, and no prospect of any improvement in the near future, a more disheartening state of affairs than at present exists it would be hard to imagine, but there seems to be nothing to do but wait patiently. The dealers say they are still waiting for the sailing of the *River* generally, and come in from the country and seem to be fully confident that they will come.

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## Hongkong University.

## KING EDWARD VII. SCHOLARSHIPS.

CONFIRMED TO BRITISH-BORN CHINESE.

We have been favoured with the following letter for publication:—

Government House,  
14th October, 1900.

Sir,—I recently informed you by direction of His Excellency that His Majesty's Government had decided to provide an annual sum of £300 for scholarships at the Hongkong University open to British subjects.

His Excellency has today received an intimation that His Majesty, as a mark of his personal interest in the proposed University, has been graciously pleased to direct that the holders of scholarships shall be styled "King Edward VII. Scholars."

Lord Curzon adds that he is sure that the Community of Hongkong will receive this intimation with much gratification and that it will enhance the prestige of the scholarships. Their number and value and the conditions under which they are to be held, and the facilities to which they are to be attached, are left to the discretion of the Governor, with the suggestion that they should be confined to Hongkong or Straits-born Chinese.

I am, Sir,

Your obedient servant,

N. SIMSON,  
Private Secretary.

## THE BELLE VIEW HOTEL.

## ACTION AGAINST PROPRIETOR.

In the Summary Court, yesterday morning, Mr. E. A. Kennedy, of No. 23, Shau-ki-wan Road, brought an action against Mr. Mak Nam Woon, proprietor of the Belle View Hotel, to recover the sum of \$1,000, being \$500 damages for breach of an agreement dated 19th August, 1900, whereby the defendant agreed to employ the plaintiff as manager of his hotel, and as to \$500 damages caused to the plaintiff by the willful and intentional act of the defendant without just cause or excuse in preventing the plaintiff from continuing with his application for a license under the Liquor License Ordinance of 1898.

Mr. M. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, while Mr. Eldon Porter, instructed by Mr. Crowther Smith (of Messrs. d'Almeida and Smith) was for the defendant.

Mr. Harris dropped the second part of the claim for \$500, as it was very difficult to prove right of action.

It was stated for the plaintiff that an agreement was entered into between the plaintiff and the defendant whereby it was agreed by the defendant to employ the plaintiff as manager of the Belle View Hotel. The agreement was to start from the date of the grant of an application for a license to the defendant. On the 30th August, the application came on for hearing. The application was adjourned and plaintiff asked the defendant when he was required and was told not till the 10th September. Plaintiff subsequently proceeded to Canton. On the 6th September, plaintiff saw an advertisement in the name of one William Winch, from which he surmised that defendant did not intend to hold himself bound by the agreement.

Plaintiff stated that in August last, he received a call from the defendant asking him to come and discuss business with him. Plaintiff was asked what salary he was willing to accept to act as licensee of the Belle View Hotel. The defendant at first offered \$50 a month which went up to \$500. It was subsequently agreed at the office of Messrs. d'Almeida and Smith that the salary should be fixed at \$125 a month, with board and lodging and an allowance of \$25 for drinks. On the 18th of August, plaintiff left his employment at Quarry Bay wharf and on the following day, the agreement was signed.

Mr. Porter—You were in the Customs, weren't you?

You were discharged?—No, dismissed. There is a great difference between discharge and dismissal.

When were you discharged?—After two years and three months of good service.

Before the application came on before the Justices, were you informed that the Police would take an objection?—No.

You brought bundles of papers to Mr. Smith?—Yes, my recommendations.

Your case is that if you had not seen the advertisement you would not have known anything about the matter?—Yes, that is correct. You can cross the advertisement by accident?—No, not by accident. It is my usual practice to read the papers.

And you came under the conclusion that your agreement was withdrawn?—I don't know to this day whether my agreement was withdrawn or not.

Do you swear that Mr. Smith did not tell you that your application was refused?—I do. Further evidence having been called, judgment was given for the defendant, costs being certified for Counsel.

## ROBBERS CROPP.

## THE RAGALLA SALE.

The Highlands and Lowlands September crop was 23,050 lbs; and for the nine months 234,000. Damiana for the nine months produced 68,699 lbs; and the nine months 112,686 lbs.

## LOCAL RETURNS.

Messrs. Guthrie and Co. send us the following returns of rubber companies, for which they are agents:—

## KAMUNING.

September, 4,500 lbs dry rubber; \$6,400. August returns were 5,000 lbs; \$2,400.

## LINGLO.

September, 48,000 lbs; for nine months ended September 373,500 lbs. Corresponding figures last year 26,000 lbs; 184,000 lbs.

## LAU.

September, 9,015 lbs, including 52,877 lb for the nine months. Corresponding figures last year, September 5,157 lb wet; 21,837 lbs wet.

## REDRURY.

Messrs. W. Barker and Co. report the following: September 6,748 lbs; last September 1,010 lbs; nine months 1909, 43,948 lbs; last year 15,889 lbs.

## RAGALLA OR ALLAGAR.

Messrs. McAllister and Co. inform us that cable advice has been received from London to the effect that the name of the Company which acquires the Property of the Ragalla Rubber Co., Ltd., is the "Allagar Rubber Estates Ltd." and that the capital thereof is in shares of 200 lb. each. They have also been advised that the capital of the "Allagar Rubber Estates, Ltd." has been fully subscribed.

## SUMATRA PARA.

Messrs. Hoogland and Co., agents, have received the following telegrams from the Sumatra Para Rubber Plantations Limited, London: "The Directors have authorized the payment of a final dividend making the total dividend for the book year 15%."

## SINGAPORE PARA.

Messrs. Hobbins and Co. report the product for September as 5,000 lbs dry.

"SINGAPORE AND JOHORE." Nordland (from Messrs. F. W. Baikes) for September 4,774 lbs. Singapore Free Press.

## Canton Opium

## Monopoly.

## SUGGESTED ABOLITION.

PROPOSED RAISING OF PRICE OF THE DRUG.

[From Our Own Correspondent.]

Canton, 9th October.

The Canton Anti-Opium Association has submitted a suggestion to H. E. Viceroy Yuan to the effect that the Canton Prepared Opium Monopoly, now granted to the King Shung Tong Company, should be abolished and that the price on prepared opium should be simultaneously raised in order that speedier progress might be effected in the suppression of the habit of opium smoking. H. E. Yuan considers the suggestion a wise one and is evincing every disposition to accede to it, but there are certain financial difficulties to be overcome, before it can be given effect to, so H. E. Yuan has given instructions to the Canton Government Anti-Opium Bureau and the Board of Reorganization to hold a commission of inquiry into the question and to report thereon.

## REFUGEE AT HONAM.

A branch refuge of the Canton Anti-Opium Association has been established at Honam and was formally opened yesterday, where opium smokers who desire to get rid of their habit will be admitted for medical treatment free of charge.

## HONGKONG AND SHANGHAI BANK.

## A BULWARK IN THE EAST.

This great banking corporation, which may almost be described as a British bulwark in the East, piles prosperity on prosperity, and those prophets who looked for further good things, have them in the report. One of our customary comparative tables is perhaps the quickest and most effective way of showing the position:—

	Half Year to June, 1900.	June, 1900.
Brought in	\$3,005,248	\$2,900,388
Profit	3,487,198	3,403,530

	Half Year to June, 1900.	June, 1900.
Total available	\$5,492,446	\$6,303,918
To silver reserve	750,000	500,000
Dividend	—	—
Carried forward	\$2,000,319	\$1,000,775

The property has thus been more than maintained, and even if some had hoped for greater things, there is surely enough to satisfy?—*Pail Mail Gazette.*

## PEKING-KALGAN RAILWAY.

## PRESIDENT HSU'S SPEECH.

The following is a full report of the speech made at Hankow on Saturday afternoon, and, inst., by the President of the Board of Communications, Hsu Shi-chang, at the formal opening of the Peking-Kalgan Railway (the English version being spoken by Dr. Li Fang):—

Ladies and Gentlemen,—We are gathered here to-day to witness the opening of the Peking-Kalgan Railway—an event that will remain an indelible landmark in the history of railway development of this country. The presence of so large an assembly emphasizes the importance of the occasion, and we do not hesitate to say that the feeling in the heart of every man at the present moment is one of triumph—the triumph of modern science, attested by the completion of the Peking-Kalgan Railway. We are highly honoured by the appreciation you have manifested by participating with us in this inaugural ceremony, and from the sight of your countenances we believe that you share also with us in the joy and enthusiasm of this event.

## AN ENGINEERING TRIUMPH.

To those who have studied the topographical features of this region, it is apparent that the engineering problems met with in the construction of the line were not of the ordinary kind, for to solve these problems was a task requiring the expenditure of money and mental energy. The tunnelling at several passes—one being over 3,000 feet in length—was a practically new work to our engineers, while the mountainous nature of the country demanded the building of the line on a steep grade. With but little experience to guide them these men set to work to construct it. Happily for them they were placed under the supervision of a man who by his untiring diligence, high capability and unwavering integrity has brought this great undertaking to a success. To this man, his Excellency Jeme Tien-yu, and his able colleagues we extend our heartiest congratulations. May the work of these men serve as a noble example to our countrymen.

## WHAT THE RAILWAY WILL DO.

The Peking-Kalgan Railway extending about 370 li and traversing difficult mountain passes and winding valleys, touches various important trade centres on its route. Kalgan, its terminus, an important city even in the Ming dynasty, has lost none of its trade, but is on the contrary increasing at a rate that forbodes a splendid future. By the construction of the highway the trade between Peking and the outlying districts of Mongolia will again be stimulated to activity, and it is not too much to say that we may soon look forward to a time of commercial prosperity in those regions.

## KEYNOTES TO SUCCESS.

There are two points in regard to this railway that deserve our attention. First, its responsible head. From the very start the Imperial Government has entrusted the building of the line entirely to H. E. Jeme Tien-yu. To this wise policy we attribute the success of its construction. Second, strict economy. Notwithstanding the natural difficulties that were overcome, the cost of the line is less than that of any other railway of the same nature built in China. This fact speaks eloquently for the management of the engineer-in-chief. Hence we behold the keynote to the success of the Peking-Kalgan Railway—responsibility and economy.

## PROGRESS WELCOMED.

This is the age of speed. The steam horse has made its appearance in China. The patient beasts that tread wearily over the passes with their heavy loads, now yield their burden to this new arrival. Time has wrought many changes in China in recent years. Not long ago the people were up in arms against the introduction of the railway; to-day under the influence of modern education, they welcome it as the harbinger to their country of a new and glorious era. The day is therefore not distant when China will have her twenty-one provinces and her dependencies connected by a network of steel that will draw her people into closer union by removing the differences of dialect and customs, facilitate the exchange of commodities, and promote friendly relations with all countries. What day comes it will be the greatest in China's history, and we shall yet live to see that day. —*Shanghai Times.*

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE GOVERNOR'S BUDGET SPEECH.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Taxpayers or such of them as have perused the excellent editorial columns of the *Hongkong Telegraph* last evening—are under an obligation to you for the illuminating "Glimpses at the Estimates." When on the previous evening I "ran through" the nine columns of the Governor's presentation of the Colony's financial position in the coming year, I rose from the task as if one bewildered not only by "an avalanche of words" but positively dazed by an accumulation of figures that made me but little the wiser as to how the taxpayers stand in relation to the Government in 1901. I may as well declare to my mental agony or intellectual density that I failed to grasp the salient features of the Governor's budget speech. Certain it is, that it was not until I perused your last evening's exposition that I discovered the immensity of the task of omission that had been unwittingly committed by the head of the Executive.

More than that, I have been brought—like many with whom I have since discussed the matter—to a realization of the farcical character of the recommendations of the Retrenchment Committee. Contrast the doings of the present Committee with the last year's. The Committee of 1900, I think, was the only one that sat in the Chamber of Commerce and the display will become a laughing stock to the older residents, like myself, who will recall the Commission appointed at the initiation of the late Sir George T. O'Brien (then Colonial Secretary in Hongkong) and on which Mr. T. H. Whitehead had a seat.

In the first place this present Retrenchment Committee consists of four members three of whom are officials assisted by a single unofficial member. So far as it appears from their "Recommendations" presented to the Council, the taxpayers are completely in the dark as to the line of reasoning that led them to the adoption of their recommendations. There is no evidence that any witnesses had been examined; and if any had been called the "paper" gives absolutely no idea as to the statements made by such witnesses. All we have before us is a series of recommendations which seem to be concerned more with the cutting down of petty allowances to underpaid "unknown servants" and a "dismission of the voiceless" than the princely paid, over-manned department of the "bupper circles." An instance in point may be cited in the case of a low grade clerk whose duties take him about the city the best part of the day, whose connection with the office for a month was recommended for withdrawal. Whereas another official, drawing over \$1,000 a month, whose functions confine him to the office and the laying down of the law in the departmental sanctum to a gang of subaltern under-staffings, gets his \$50 conveyance allowance without so much as a question by the Retrenchment Committee. Yet another instance; a \$500 allowance to a highly-paid official (hitherto non-pensionable) is merged into the salary of that fortunate individual and the allowance becomes pensionable.

Instances may be quoted *ad infinitum* to substantiate the assertion that officials are, after all, but human and like the rest of that ilk know how to feather their nests comfortably.

I have indulged in this digression to show how in the selection of the Committee upon whose recommendations the savings have been effected the happiest choice has not been made, with the result that justice has not been meted out in a way calculated to satisfy the ratepayers' sense of equal treatment.

The Governor's brief allusion to the subject of the Kowloon Railway is hardly what most people expected. It is all very well to dismiss the railway question of the unsatisfactory bridge with the explanation that it has been decided to divert a certain road here and build another there. Certainly, this is a matter unlike the subject of the Bruce alignment behind which the Government entrenched itself in an explanation of the phenomenal increase in the cost of the railway. The abandonment of the projected road is itself only a disappointment to those who had unwisely pinned their faith in the plans of the Government. But the major bridge is a larger question. Surely, responsibility must attach somewhere for the instability of this costly structure and the relaxation of its reconstruction to the Greek Kalends. And yet did the paucity of the Committee endeavour to enlighten the community on the subject at all? It might be possible that their referendum did not take them into an examination of the railway expenditure, in which case the duty devolved upon the Government to enlighten a suffering public.

It is curious that the all-important subject of education should have been relegated to a secondary position and a casual reference to departmental changes brought about by the retirement of Dr. Bateson Wright. At a period of Chinese evolution like the present, when the intellectual regeneration of her people is engaging the earnest attention of people removed ten thousand miles away from the threshold of the Empire upon which we stand, we find no announcement of policy in the Government's pronouncement upon the opening of a new session of the Legislative Assembly. True it is that, at one time, the Government became obsessed by the University project, but there are many who hold to the theory that the duty of the State should be in the direction of the adequate provision of primary education. Now that the teeming millions of southern China are looking up to Hongkong day by day for the means of education, the Government might have led the Colony into its secrets as to the method which it is proposed to adopt to educate young China rather than defer action until the return of an official and the subsequent appointment of a Committee who—like the Retrenchment Committee—may produce the proverbial labour of the mountain.—*Yours, etc.*

Hongkong, 9th October.

## LIQUOR DUTIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—On Thursday the Legislative Council meets again when the Appropriation Bill comes on for second reading. Following the usual course it will, no doubt, be referred to the Finance Committee by whom the Bill will be discussed in all its details.

For a proper consideration of the Appropriation Bill, an intimate acquaintance with the Estimates is requisite.

I remember reading in the *Telegraph* the Governor's estimate of revenue in reference to the liquor duties the figure is set down at \$600,000, deducting therefrom \$600,000 for Salaries and Expenses of Customs and Excise Staff, and for contingencies, Government expect to net a round five lakhs of dollars during the coming year. Now this estimate was arrived at it is impossible to discover. There having been no Customs in the past in Hongkong, so statistics of the Colony's wine imports have ever been kept and the amount of consumption; therefore, it is wholly unascertainable. The presumption is that the estimate of revenue from that source is entirely guess work.

I would like to state, through the medium of your columns, for the information of the Legislative Council, that the imposition of the excise has already produced an effect—an effect, which, by the way, the *Hongkong Telegraph* had with prophetic instinct anticipated. Writing from my own experience I can say, without fear of contradiction, that whereas before the levying of liquor duties, the daily proceeds of sales in my store represented an average of from \$125 to \$150, they have since dwindled to not more than a third of that amount. As far as I have been able to gather my experience is not unique; it is typical of the cases of all retail stores carrying on business—similar to my own.

It was a fallacy to believe that the grocer's and oilmen's stores carrying on the business of wine dealers as an adjunct were reaping a harvest from local, that is, resident, consumers. The inhabitants of the Colony are not those upon whom "the trade" relied absolutely for the turnover of their business. It is the shipping coming in and the Hongkong because of its regularity that was our best customers.

Since the operation of the new law with its consequential increase in the price of liquors, the shipping (excluding, of course, the river steamers) has very materially reduced their demand on the Hongkong grocers. At one time they used to replenish their larders in port before resuming their voyage. Now what happens? Steamers come in from the North with their pantries well provisioned with wines and spirits purchased at Shanghai and the Northern ports where liquors are exempt from the surtax imposed by dealers in Hongkong because of the duty. They carry a large enough supply for the return journey and so no drawing, or a comparatively small proportion of it, is made on Hongkong.

In view of this fact it does not require much explaining to show that the diminished sales will have a detrimental effect upon the imports, and accordingly the estimate of revenue may fall considerably below Government anticipations.

It is well, therefore, before passing the Appropriation Bill, that the unofficial members of Council should give careful thought to the possibility, and even the probability, of the liquor duties not realising anything like the round five lakhs which is confidently looked forward to in certain quarters.—*Yours, etc.*

## TRADESMAN.

Hongkong, 13th October.

[The meeting of the Legislative Council, called for the 14th inst., has, we are officially informed, been postponed to to-morrow week, the 21st inst. We commend the subject of our correspondent's communication to the notice of Government and unofficial members.—Ed., H.K.T.]

## HONGKONG ROADS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Your interesting little paragraph in last evening's *Telegraph* re the surfacing of Robinson Road elicited the following question: "Why was that section of the road selected for treatment with asphalt?" That material is an admittedly expensive one for metalling roads with. If its power of resistance against wear and tear justifies the larger expenditure, by all means let it be utilized for surfacing our roads. But the point is, why pick out a secluded stretch of roadway like the one you mention for such exceptional treatment? Surely the P.W.D. officials cannot be ignorant of the fact that the eastern extension of Robinson Road is only very little used. As a rule residents on the Robinson and Conduit Roads make use of the garden road by cleanly saving coming to and from town, while those residing in Bellis Terraces and the densely populated district comprised within Mosque Junction and Chai Road make use of Shelley Street for preference in getting to their places of business daily.

The small stretch of roadway mentioned in your paragraph is utilized by a comparatively small number of ladies who journey through it to reach Macdonnell and Kennedy Roads by a short cut.

Considering the notoriously dilapidated condition of Mosque and Shelley Streets and the fact that the Public Works Department is giving them a better roadway on the almost flat and little frequented stretch of Robinson Road, they could not have done better. Ratepayer for ratepayer the humble residents of the more modest district claim quite as much consideration from a paternal Government. Whether they will get it is another question.—*Yours, etc.*

## BELLIS TERRACER.

Hongkong, 14th October.

## EDUCATION IN HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Mr. Editor,—If my memory serves me aright, I think in one of your recent leading articles on the Governor's utterances in connection with the Estimates for next year, you alluded to the fact that Government will, upon the return of the Director of Education from leave, appoint a Committee to inquire into the question of education in the Colony. This subject is one that concerns and interests every individual in the Colony, be he European or Chinese.

I see that this highly debatable matter is engaging the attention of our brother-colonists in the Straits Settlements. As conditions there and here are almost analogous you do me the favour of granting me some space for a press clipping for the information of those who are not immediately interested in a subject of vital importance to the community. The extract is from the *Perak Pioneer* of the 2nd inst.—Believe me, etc.,

## PEDAGOGUE.

Hongkong, 13th October.

## [Enclosure.]

THE EDUCATION BOARD.

Schools in the Colony and the F. M. S. are divided into two distinct divisions; those directly controlled and financed by the Education Department and Grant-in-aid Schools. The Government institutions are few in number and are situated in the more remote parts of the Colony, Singapore, St. George's School, Penang, Malacca, High School, Residential School, Kuala Kangsar, and Anderson School, Ipoh. All other schools have to depend for financial assistance upon the annual Government grant and fees, while a minority, very small indeed, have private and independent sources of revenue.

The Singapore papers set forth the objects and reasons of the proposed legislation, which is to be confined to the Colony, as below:—

The text of the bill shows that the proposed board shall be a body composed with persons

succession and a common seal; it may take, hold and dispose of property, moveable and immovable and may sue and be sued in its said name.

The following officers and persons shall be members of the board:—  
The Director of Education.  
The Resident Councillor, Penang.  
The Resident Councillor, Malacca.  
The Colonial Treasurer.  
Two persons to be appointed for each year by the Governor.  
Two persons to be elected for each year by the unofficial members of the Legislative Council.

The Director of Education shall be ex-officio chairman of the board.

## DUTIES OF THE BOARD.

The duties of the board shall be as follows:—  
To determine the amount of fees to be charged in Government schools and to receive all such fees; to submit to Government the annual estimates for education purposes, and to make recommendations thereon; and to advise the Government as to the purposes for which moneys devoted to education should be expended and upon any matter connected with education which may from time to time be referred to it by the Governor.

## EDUCATION RATE.

The Commissioners of each Municipality in the Colony shall in the year 1910 and in each subsequent year make, assess, and collect a rate of one per cent, of the annual value of the property owned on all houses, buildings, land, and premises within the Municipality, for the purpose of education.

Any Rural Board that may be requested to do so by the Government shall in the year or years to which such request extends make, assess, and collect a like rate of not more than one per cent of the annual value of all property assessed for Rural Board purposes within the district or within such part thereof as may be specified in the request for the like purpose.

Such rate shall be called the education rate and shall be payable half-yearly in advance without demand by the owner of the property at the same place and time as and shall be assessed and levied in the same manner as a rate or rates made and assessed under the provisions of The Municipal Ordinance, 1900.

## OBJECTS AND REASONS.

The objects and reasons, stated by Mr. Rowland Allen, acting Attorney General, state:—  
1. The unofficial members of the select committee on the estimates for 1900 recommended that in view of the serious increase of establishment and other charges annually recurrent in connection with education, the Government should now consider the necessity of creating a board for the management of all education in the Colony. As a result of this recommendation a committee (consisting of the then Attorney-General, the Hon. Dr. Galloway, the Hon. T. S. Barker, and the Director of Education) was appointed to consider the question and the present bill is introduced to carry out the recommendations of such committee with regard to the constitution and powers of a Board of Education.

2. Provisions have also been introduced into the bill to authorise the collection of a special rate to meet the increasing cost of education.

## LIFE ABOARD TRAMP STEAMERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—Apart from mail-boats and regular traders the "tramp" steamers (vessels that trade to any port where a freight offer) and sailing-ships of this country, form approximately over eighty per cent of the whole of the Merchant Marine. The conditions of an Officer's life on board these vessels are ably detailed by the enclosed copy of a letter recently received from a member of the Imperial Merchant Service Guild, the largest association of certificated British Captains and Officers in the world.

As a warning to parents and others who intend sending boys to follow a seafaring career as a profession I should be glad if you would find space in the columns of your valuable paper for this letter. By so doing, you will confer a great benefit on the public at large, the majority of whom are quite ignorant of the conditions that exist in the Merchant Service so far as Officers are concerned.

The enclosed is but a sample of hundreds of letters of a similar nature which have been received by us from time to time.

Yours faithfully,

T. W. MOORE,

Secretary.

The Imperial Merchant Service Guild.

Liverpool, 8th September, 1900.

To the Secretary,

Imperial Merchant Service Guild.

Dear Sir,—I shall feel much obliged if you can spare me a small space in the *Guild Gazette* to make a few statements which I think might prove of interest to some of the members of our craft.

In reference to the alleged shortage of Officers, recently discussed among shipowners and officers, etc., I believe the general opinion as to the cause of this "shortage" was, that there are not the number of boys taking up the sea as a profession as in former days, and the reason of this is due to the fact that there is not sufficient inducement to justify a boy in following the sea. Being myself one of the many that "go down to the sea in ships," I should like to point out one or two reasons, why there is not the necessary inducement. At present I hold a First Mate's certificate and up to quite recently was engaged as Second Mate of a tramp steamer owned by a well-known London shipowner, and as this was my first experience of a tramp as an officer, I must admit that the method of working considerably surprised me, and, as I imagine there are hundreds of officers who do not realize what sort of a life the Mate or 2nd Mate of what class of ship has to put up with, I hope these few facts will benefit those gentlemen and, should any of them ever consider going in a tramp, make them think twice before finally deciding.

I joined the ship in Hamburg and found that there were only just the two officers. We went round to the Bristol Channel in ballast and on the passage round I found I was expected to be a sort of "general handy man" but having a new crew and a Hamburg one at that (I), I concluded it was just until things got into a regular swing and so said nothing; however, after leaving our loading port and having got away to sea, I was informed I was neither required nor expected to have anything to do with the Navigation of the ship; all rights, accounts and bearings were taken by the Master (a young man and not a Guild Member) and kept by him; the chart was certainly on the table in the chartroom, which leads out of the Master's cabin, consequently we were not by any means encouraged to look at the chart. When at sea, the Master would and rated the Chronometers, and when in port, and the Master was not on board, the Steward would them and just before leaving port it was not the Mate or Second Mate who got the necessary charts, rulers, dividers, etc. out and screwed the Chronometers in their places, but the Steward. When at sea, I was expected during my watch on deck to always be doing something, either sewing canvas, mending flags or looking around after the Borm and the watch, but never by any chance, excepting Sundays, keeping my watch on the bridge as a watch should be kept.

Among other duties that the Second Mate was supposed to perform he was to be responsible for the wheel-house being kept clean, scrub it out and polish the brass in it, and on the homeward passage the whole of the upper and lower bridges, including two boats, was painted solely by the Master and Second Mate. As to who would be held responsible if any accident happened during my watch and I was not on the bridge, nobody seemed to consider that point, but I presume it would fall to my lot. One more item I should like to mention on the passage down from our discharging port to Buenos Ayres, a run of ten days, there was a quantity of coal, (less than 100 tons) to be taken up out of No. 3 hatch and put on deck, the Mate and myself were asked either to turn to and work coal with the crew or else take four hours wheel and let the man go from the wheel and work, the Master of the Ship himself shovelling all the time. I might mention this was quite unnecessary as it was fine weather and there were no squalls, Borm, and the Steward (a very excellent man, but being rapidly spoilt by being made the Captain's attendant) washed the floors of our room once a week but finished at that, and was not backward in reminding us of the fact that it







## Opium Smuggling.

## A DEFENDANT'S COMPLETE COLLAPSE.

ALLBORD FORMATION OF HONGKONG SYNDICATE.

The hearing in the Grant-Kennedy smuggling case was continued in the Court of First Instance this morning, and owing to the unexpected length of time that it will occupy, a special session of the court will be held this afternoon, beginning at 3.30 o'clock, says the *Manila Times* of the 14th inst.

At 10 o'clock to-day, when the court adjourned, the defendant Kennedy was on the witness stand, and defence is preparing for examination, the signs of which are already evident. It will attempt to prove that the opium smuggling into Manila last July, which forms the basis of the present action, is only a part of the most gigantic smuggling operations that have ever been carried on. Expert testimony this morning was to the effect that the seizure of this opium and cocaine was vastly underestimated in importance, and that the contraband which the authorities captured was not valued at a mere P20,000 but was worth considerably over P100,000 and was but a part of the most ingenious fraud that has ever been perpetrated, that would literally have flooded the islands with opium and cocaine had this seizure not been made.

The defence is endeavoring to show that Kennedy acted only as an agent, and was to receive only a small portion of the large shipment, and that the big fraud had its financial backing in Hongkong. The man McIntyre, who figured as a dark horse yesterday, appears to have been a purchasing agent for part of the contraband drug, and that the operations were carried on such a large scale that the men behind it could afford to spend him on a special trip to England to buy cocaine in large quantities.

The first witness called this morning was James P. Lawler, who was cross-examined relative to his testimony given yesterday.

Two messengers from the cable company testified that William Kennedy was the recipient of several cables addressed to "Kaimi," his telegraphic address.

Joseph B. Cooley, of the information division of the Philippine Constabulary, was then called to the stand and was subjected to a long and lively cross-examination. Cooley is accustomed to the witness stand, however, and replied spiritedly to several choice morsels of sarcasm by Judge Waite, for the defence.

Cooley testified to having overheard a conversation between Grant and Kennedy at the Nevada Hotel on the night of August 7. He was seated behind a screen and heard everything that was said. He saw plainly the defendant Kennedy when he entered and when he left, and was sure of his identity. Grant asked Kennedy for news with reference to an opium case, in connection with which he had been arrested. Kennedy said "Everything is all right. I have cabled to the people in Hongkong who worked the deal, and they have gotten out." He was not afraid that the authorities would get the other people in Hongkong; they had gone to Manchuria. Wishing to find out the names of others implicated in the deal he asked Mr. Grant to instruct her husband to ask some leading questions. Instead, Mr. Grant entered the room and asked Kennedy who worked the deal in Hongkong. Kennedy said his brother and another man did, naming both. His brother was not named Kennedy; he had a Chinese name.

Grant asked Kennedy what financial interest he had in the shipment; then Kennedy said he had lost P50,000, and that P20,000 was put up in Hongkong. Grant said: "What do you want me to do?" and Kennedy answered: "Make a strong fight; I have lost a good deal already, but will pay all my lawyer fees and whatever fines the court may impose, so long as you do not implicate me in the deal."

Judge Waite, in other words, he advised Grant to stand pat.

The witness answered: "Yes; to stand pat." The witness then stated that he asked Mrs. Grant to tell her husband some leading questions to Kennedy in order that he might get the names of others implicated in the transaction. Mrs. Grant herself then entered the room and questioned Kennedy. The latter stated that his brother, in Hongkong, who was connected with the opium shipment, went by his Chinese name and not by that of Kennedy. He did not make a memorandum of the name, she asked him. He did not make a memorandum of this name either. She asked: "You say you want to know yourself out of it; what if Mr. Grant goes to Bulacan?" To which Kennedy answered: "There is no danger. Good lawyers have told me that all he can get is a fine, which I will pay if he does not implicate me."

Upon cross-examination Cooley was scored by the defence. Asked if he was a police officer with jurisdiction in Manila he said that he had jurisdiction all over the islands, but that as a matter of courtesy his division did not interfere with arrests or investigations within the city, leaving that to the city detectives. He had consulted with General Baudouin and the prosecuting attorney before taking a hand in the present case.

"Then you interfered as a matter of personal curiosity, didn't you?" asked Judge Waite.

"I confess that I was anxious to get at the inside facts of this opium case."

"In fact, you 'budded in,' didn't you?"

In reply to questions by Judge Waite, the witness stated that the actual bringing in of the opium was not discussed by Grant and Kennedy, nor did they discuss the matter of bringing the contraband from the ship to the shop of George Y. Taylor. In reply to questions propounded by the witness, knowledge of what was said or implied that directly connected the defendant Kennedy with the actual importation, the witness said that the questions put to him called for a conclusion, and declined to answer. Judge Waite then asked:

"Did you, at that conversation, hear anything that would directly or indirectly or by implication in connection with other facts, connect the defendant Kennedy with the actual introduction of the opium?" to which the witness answered:

"Yes; he had an interest in the transaction to the extent of P50,000, but nothing that was said led me to believe that Kennedy conducted the transaction."

"Did you hear anything that would lead you to believe that he was actually connected with the importation of the opium?" Objected to by the prosecution as an argument. Overruled.

"I don't understand," the witness answered. "Outside of the money interest and the preparation of the shipment at Hongkong did you hear anything that would connect Kennedy with the actual introduction of the opium?"

"No."

Hearford Beaumont, special deputy collector of customs, testified to having made a trip to Hongkong on July 26 to investigate the opium seizure. He stated that he was present at two examinations of William Barker, who actually shipped the machinery to which the opium was

found, but he did not mention what these investigations disclosed.

The defence here entered objection to all inquiries introduced yesterday by the prosecution, also to the correspondence between Barker and Company and Grant as having no tendency whatever to establish the connection of Kennedy with the illegal importation, and as not corroborating the testimony of the witness Cooley. Overruled, subject to further study.

The opium and cocaine identified by the Bureau of Science and by custom house agents, were also objected to on the same grounds. Overruled, with the same proviso.

Grant was recalled to the witness stand for re-cross-examination, but no new evidence was offered. The defence endeavored to show by him that there was an understanding between him and the prosecuting attorney that he would be furnished immunity from imprisonment in return for his plea of guilty and his testimony against Kennedy. Overruled. The objection was then renewed as to the incompetency of one defendant against another, and a lengthy argument ensued. Overruled, subject to further study and decision later.

The defence demanded a final decision by the court on the question of the admissibility of Grant's testimony, stating that the Court's decision would materially affect the line of defence to be followed, intimating that if Grant's testimony were stricken out of the record, the defence would offer on evidence whatever. Overruled.

The prosecution rested. Intermission of five minutes for the defence to prepare for the presentation of its case.

The defence asked for sufficient time to allow the cable company to secure copies of telegrams sent from Grant at Hongkong to Manila, which was granted. The understanding was also reached that the attorneys for both sides will meet with the cashier of the International Bank to-morrow morning at nine o'clock, to make a transcript from the bank's books, which will be offered in evidence by the defence. The purpose of this is not known.

The only witness for the defence so far was William Kennedy, one of two defendants, who who took the stand first and was still on at the closing of court.

Kennedy had known Grant for about ten months; had first met him at Hongkong, being introduced to him by Mr. O'Brien at the Astor House. He saw him later in Manila; it was about the middle of February of this year; he also saw him at various times afterwards and had an interview with him on June 22; Grant had come to his office and had then returned from Hongkong, he said. Grant wanted him to buy four tubes made in Hongkong, offering to sell them for P3,000. He offered to bring in a quantity of opium in them for an additional P2,500. They were made, he said, for the special purpose of carrying opium. The defence introduced some letters which the witness identified that he had sent to and received from his business agent in Hongkong. They all referred to opium shipment. He had written his correspondent that he had arranged with Grant to bring in opium in the tubes (shells) and had promised to buy 200 pounds for P8,000, or 10,000, whichever currency. The letters from him to Hongkong were press copies in the handwriting of his bookkeeper.

The prosecution objected that the letters were a self-serving declaration. The objection was overruled.

The defence offered other documents purporting to be the terms of an agreement between Grant and Kennedy, whereby the latter was to receive only 200 pounds of opium, to be paid for when safely delivered to him at Manila, the expense of transportation, arrangements and risks to be borne by Grant. Instructions relative to this contract were cabled to Hongkong. He did not put up any money or offer to put up any for the purchase of the contraband. Most of his testimony this morning consisted in the identification of various letters and documents, and the interpretation of cipher cablegrams passing between himself and his business representative at Hongkong. These all indicate that Grant and other persons in Hongkong arranged all the details of the shipment. In the cables, terms not understood yesterday were translated. "Fee" meant Grant; "Bar" meant Barker and Company; "On" meant his representative; "Cloth" meant opium, which for reasons of secrecy, was referred to in this way. The pool was formed in Hongkong for buying opium and shipping it to Manila.

The defence admits that Kennedy contemplated an illegal transaction, but that the act was not consummated owing to the non-delivery of the opium to him; and that under the law he is not guilty. It will endeavor to show that the scheme was much larger than was at first believed; and that the man McIntyre was an agent of the pool formed at Hongkong, and went to England to purchase cocaine, which can be obtained cheaper and more easily in London than in Hongkong. That his expenses were paid by the interested parties is the claim of the defence.

On the witness stand this morning W. N. Bish, of the Internal Revenue Bureau, testified to the value of the opium. Contrary to expectations, he said that it was worth much more than the complaint alleges, the amount stated therein referring only to the legitimate price of the opium that is imported by pharmacists. According to his estimate the opium alone, that was contained in the shipment, was worth between P44,000 and P50,000, to say nothing of the cocaine, which could probably bring about P50,000 more. The value of the opium, he stated, is a value that should represent what it can be usually sold for at the time, which would bring it to a value of over P100,000.

Louis T. Grant, one of the defendants in the famous Grant-Kennedy smuggling case which has been before the court since last Friday morning, unable to stand up under terrible mental strain and the ordeal of the trial has suffered a mental and physical collapse, and now lies at his apartment at the Nevada Hotel in a critical condition.

Upon the advice of his physician, Dr. M. Hermann, he was not allowed to take the witness stand this morning and the case has gone over until such time as his mental and physical condition may be so far improved as to admit of the taking of his testimony.

The afternoon session of the trial Saturday lasted until eight o'clock in the evening when the court adjourned. Throughout the day Grant had maintained an unnatural calmness of manner and the mental suffering which he endured was plainly shown by his face which had undergone a remarkable change in the last few days, and all day he appeared haggard and worn-out. Leaving the court-room Saturday night, he walked steadily but supporting himself on the walls of the buildings from the court-house to the Nevada Hotel. Arriving there he collapsed completely, and Dr. Hermann was called. This morning his lawyer, Charles C. Cobb, visited his apartment and found him in a critical condition. Grant could not converse intelligently, and his speech was fragmentary and disconnected.

This morning's session of the trial, the action being now directed against the defendant Kennedy, was continued with Kennedy's bookkeeper on the witness stand, by his evidence the defence is endeavoring to prove by cipher cablegrams, the statement of a pool formed at Hongkong for the smuggling of the large shipment of opium and cocaine which was captured by custom house agents on July 26, and which forms the basis of the present action.

Later Kennedy's brother was put on the stand, but no evidence of importance was given by him.

This morning the defence produced a number of cablegrams alleged to have passed between Grant and Barker and Company, the original shippers of the contraband. The defence will endeavor to prove by these the existence of a plot for shipping the opium and cocaine in which Grant was interested, and is in rebuttal of evidence of the defendant Grant to the effect that he was not implicated in the illegal transaction until after the arrival of the contraband in Manila. These cablegrams are all in cipher except where the words "shells," "bags," and other terms appear, and are believed by the defence to refer to the machinery in which the contraband was introduced into the port of Manila. The key to the messages has not yet been found, but they were admitted in evidence with the understanding that they will be translated later. The defence believes that the translation of these messages will fix beyond a reasonable doubt the complicity of Grant in the preparation of the opium shipment at Hongkong.

This morning the prosecuting attorney continued to fight the introduction of the copies of letters and cablegrams alleged to have passed between Kennedy and his agent in Hongkong, calling the attention to the fact that the freshness and cleanliness of them, all and indicating that the evidence is "manufactured." All of these were objected to Saturday as being a self-serving declaration of the defendant Kennedy.

Upon direct examination this morning Kennedy's bookkeeper identified the cablegram alleged to have passed between the defendant and his agent at Hongkong, all of which were numbered. He translated several of them with the aid of a code book, one of these being translated thus: "Pipet O. K. is everything all right? Answer." The witness, when asked where the original cablegrams from Hongkong went stated that they were returned for the office record in Hongkong. Asked if in Hongkong the same method of returning the original telegrams was followed, he stated that it was not.

Mr. Webb, of the International Banking Corporation, stated that Grant had an account with his bank; that on May 24 he cashed a draft in his favour from Hongkong, the amount, reduced to Philippine currency, being P30,000, which was placed to his credit on said date. Grant purchased a draft from the bank for P2,000, in favour of George Lindsay, of London. This evidence was introduced in rebuttal of the testimony of Grant who stated that he had purchased on that day a draft for P5,000.

A lively altercation arose during the proceedings between Mr. O'Brien, of the defence, and Detective Cooley, one of the witnesses for the prosecution. This was when Kennedy's brother took the stand. Cooley, sitting in the background, whispered audibly:

"This is the first time he ever admitted that he was Kennedy's brother."

O'Brien turned on him and made an indignant denial. Cooley then said:

"It is so. He never would admit it before."

O'Brien: "What you say is not true."

Cooley: "You are a liar."

O'Brien (to the Court): "I demand protection from this court against the use of any such abusive and insulting language."

Southworth: "There you are; you got your self into it."

O'Brien: "And that is not true."

Mr. Southworth rose, indignant and flushed with the heat of battle; Cooley looked daggers at him, and the two continued to exchange words until the witness was ordered to leave the stand.

Mr. Southworth repeated the conversation between Mr. Cooley and Mr. O'Brien, and the Court said:

"It is a private matter, gentlemen, between the attorney for the defence and a witness who is not an officer of the court, and I cannot interfere except to prevent a breach of the peace. It should be settled outside of the court-room."

Southworth (to O'Brien): "I am ready to settle it outside whenever you are ready."

Cooley took a hitch in his trousers; Cobb smiled and looked on; Waite resumed his seat and looked at Cobb and the Court said: "Proceed with the witness, and the reporter came out from behind the stenographer, where he had taken refuge. The trial proceeded.

Mr. Southworth then stated that the defendant Grant was seriously ill and could not appear at the trial, and since he desired to again place him on the witness stand in rebuttal of some evidence of the defence, he asked for a continuance. Judge Waite also stated that he desired to present his argument orally, and that a short respite would be appreciated.

Mr. Cobb, representing the defendant Grant stated that he had seen his client this morning and that he was in no condition to give evidence.

The court: "Since as far as the defendant Grant is concerned any matter that will now be presented on his behalf will have an important bearing on the question of the penalty to be imposed, I feel that all of the light possible should be thrown on this case, and that while I should be glad to terminate the trial now and hear the arguments immediately, the defendant's condition will not permit this, and a continuance is therefore granted until such time as the defendant Grant may be in condition to give evidence. If later he is able to testify but not able to appear in court, the court will adjourn to his rooms, where we will take his testimony."

The defence has rested its case, and all evidence except that in rebuttal by the defendant Grant is now in. As soon as Grant is able to testify the arguments will immediately follow. The cablegrams alleged to have passed between Grant and Barker and Company will probably be translated some time to-day, and the defence relies upon these to furnish important proofs of the connection of Grant with the illegal importation before the opium and cocaine ever left Hongkong. The prosecution, of the other hand, endeavours to prove that the defendant Kennedy conspired the whole deal and furnished the capital for the same.

## LARCENY OF SILK.

ON BOARD THE "KINSHAN."

In the Police Court, this afternoon, the case was concluded in which three men were charged with stealing a quantity of silk, part of a cargo on the *Kinshan*. On the 26th September last, the three men, all alleged to have boarded the steamer and removed from one of the holds a quantity of silk worth \$550, which comprised part of a cargo shipped at Canton and consigned for France. One of the defendants, after having stolen the valuable articles, proceeded to Macao, where he disposed part of the stolen property, but on his return to the colony, was arrested with the remaining portion in his possession. At the Magistrate's Court, he was given three months' hard labour, the case against the other two defendants being withdrawn owing to insufficiency of evidence.

## A SHIPMASTER'S CLAIM.

ACTION FOR ALLEGED WRONGFUL DISMISSAL.

In the Summary Court, last Monday, before Mr. Justice Gompers (Police Judge) Capt. W. Cooper, late master of the s.s. *Tak Hing*, brought an action against the Sze Yap Steamship Company of No. 29, Cross Street, Road West, to recover the sum of \$584.88 damages for alleged wrongful dismissal. The amount was made up as follows:—Amount of wages from the 19th September, 1900, to 10th October, 1900—\$208.33; three months' wages in lieu of notice—\$376.55.

Mr. M. Reader Harris (of Messrs. Wilkinson and Grant) appeared for the plaintiff. Mr. P. Svedenhorn Dixon (from Mr. R.A. Harding's office) represented the defendant company. Mr. Harris asked for leave to amend the claim. Plaintiff was not paid for the time he actually worked—from 28th September to 10th September, 1900. The additional claim was \$146.55, which made the whole amount \$735.00. It was stated for the plaintiff that the action was brought for the recovery of damages for wrongful dismissal. Plaintiff was engaged on the 1st December last on the terms that he was to be the master of the s.s. *Tak Hing* at a salary of \$325 a month for the first six months and \$350 a month for the second six months. There was a confirmation in writing on the 2nd December. No mention was made in the agreement as to the period for which he was to serve and the right of dismissal.

The Police Judge—Mr. Wise had a number of these cases?

Mr. Harris replied that there was no definite mention made in the agreement about the time plaintiff was to serve on the *Tak Hing* but there was no doubt that it was for a period of one year. In a former case of a similar nature, Mr. Justice Wise laid down a definite ruling of three months.

Continuing, Mr. Harris stated that plaintiff served for six months, at the end of which period his salary was increased according to the agreement. On the 19th September, 1900, plaintiff received a letter from the manager of the defendant company to the effect that his services were no longer required, with instructions to hand over the ship's registers to Mr. William Bishop, who was appointed to the *Tak Hing*.

Plaintiff was called into the box, where he gave lengthy evidence.

Mr. Munsey, Chief Officer of the s.s. *Siam On*, also gave evidence.

Mr. Webb, K.M., Managing Director of the Sze Yap Steamship Company, then went into the witness-box.

Mr. Harris—Isn't it a fact that you offered to re-engage Captain Cooper in the ship last week?

Witness—No.

Didn't you offer on any terms?—No.

Did you ever authorize Captain Cooper to enter into articles with the crew till January next?—No.

Captain Cameron, master of the s.s. *Siam On*, of the Sze Yap Steamship Company, stated that on a certain Sunday, the *Siam On* was moored on one side of the wharf and the *Tak Hing* on the other. Witness, in company with the Chief Officer, was pacing the deck, when they saw Captain Cooper waving his hands about in an excited manner. The Chief Officer went to the after-part of the bridge and witness proceeded to the fore-part. Captain Cooper used strong language and, looking at witness, exclaimed "There he is!" and called out to witness "Come on board the *Tak Hing* and I'll knock the b—head out of you!" He was at the time entertaining some friends on the bridge, and witness came to witness him. At about 5.30 p.m., the manager of the defendant company went on board the *Tak Hing* and, shortly afterwards, proceeded on board the *Siam On*, when he made inquiries as to Captain Cooper.

Further evidence having been called, the case was adjourned.

## THE TIMBER DISPUTE.

JUDGMENT FOR THE PLAINTIFFS.

In the Summary Court, this morning, the case was concluded in which the Chan Tai Kee firm of contractors, of 135, Des Voeux Road, Central, brought an action some time ago against the Yu Hing Looong firm of 330, Mongkok Road, to recover the sum of \$993.50 for damages for breach of a contract between the plaintiffs and the defendants for the sale by the defendants to the plaintiffs of a hardwood spar on the 29th September, 1900, to be used as part of their plant for the purpose of raising a sunken wreck the s.s. *Ying King*, which foundered in the typhoon of 28th July, 1900. He was delivered by the defendants was unfit for their purpose and was rejected by the plaintiffs. In the alternative, plaintiff claimed \$688.76 for damages for breach of warranty. A cross-claim was brought by the plaintiffs to recover the sum of \$27.74 being amount due to the plaintiff by the defendants for one piece of hardwood sold and delivered to the defendants on the 1st October, 1900.

Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for the plaintiff, while Mr. Lee, d'Almeida (of Messrs. Goldring, Barlow and Morrell) represented the defendants.

Judgment was given for the plaintiffs, the amount of damages being referred to the Registrar.

## AMERICAN MILK IN CHINA.

TRADE WORTH BIG SUM.

Vice-Consul General Frank W. Hadley, of Shanghai, furnishes the following information on the trade in condensed milk in China:

Shanghai is the distributing point of condensed milk for China. The total imports from foreign countries and Hongkong, the latter being composed of foreign milk, in 1900 amounted to 15,000,000 dozen tins, valued at \$18,200, of which 16,000,000 dozen tins, valued at \$16,500 were re-exported in foreign countries, leaving 1,200,000 dozen tins, valued at \$1,700 for consumption in China, of which 75,000 dozen tins, valued at \$77,375, were re-shipped to other Chinese ports, the balance being left for local consumption.

The Chinese use the sweetened milk, which constitutes very much the greater part of the trade, while the foreigners in China use the unsweetened evaporated cream. Milk is put up in tins of 16 and 30 ounces, the first being the popular size. The Shanghai and North China trade is controlled by American brands, while European brands predominate the south, beyond Canton.

It is estimated that during recent years from 1,000 to 2,000 tins per year have been put on the markets in imitation of a popular American brand of milk. This milk was manufactured outside of China, imported without labels, and Chinese printers hired to make the imitation labels. This trade, however, has been checked during the past year by the firm stand taken by Chinese officials to free their markets from such discreditable proceedings. One agent of a European firm engaged in this business was fined \$500 by the mixed court and had his stock confiscated.

The rubber exports from the F. M. S. for the first six months of 1900 are \$1,447,538 as against \$700,156 for the corresponding months of 1900.

## GYMKHANA.

The 6th and last Gymkhana, which was postponed from last Saturday owing to the condition of the weather, will take place to-morrow afternoon at 5.30 p.m. instead of 4 p.m. The programme is the same, with exception of the Distance Handicap which has been re-opened and fresh entries received; this makes the race more interesting. The entries are as follows:

Just-in-Time \*.....China Pony.....Scratch  
Lymont.....".....".....15 yards  
Whitebait.....".....".....40  
Highland Heather.....".....45  
Vine Heather.....".....55  
Off Chance.....".....75  
Rajput.....".....75  
Ben Roy.....".....75  
Faster and Faster.....Cherry Pony.....350  
Mollie.....Circus Pony.....350  
Prince.....".....475  
Little Mick.....Cantonese Pony.....475  
Minon.....Donkey.....800  
Moor.....".....800  
Should Oweveride to start at 6 1/2 yards mark

## STOWAWAYS FOR AUSTRALIA.

MEN WERE HIDDEN IN COAL BUNKER.

The story of an alleged attempt to smuggle Chinese into Australia was told before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning, when Li Lu Kai, alias Li Hing, was charged with aiding and abetting four Chinese to be on board the s.s. *Easton* with a view to obtaining a passage to Australia. It appears that on Wednesday last, a number of Chinese, among whom were the four men in question, boarded the *Easton* and concealed themselves in the coal bunker. The smell, however, drove the men away, who rushed on deck and were arrested by the officers. A short while afterwards handed over to the Police.

Mr. F. X. d'Almeida (of Messrs. d'Almeida and Smith) appeared for the defendant. The case was adjourned, bail being allowed in the sum of \$5,000.

## CANTON DAY BY DAY.

CHAIR BRAKERS.

[From Our Own Correspondent.]

Canton, 7th October.

The Police authorities have issued a proclamation requiring chair coolies to carry with them lighted lanterns when carrying chairs at night in the city. Any chair coolie failing to conform with this order will be arrested by the police.

CONTRABAND SEIZED.

Through information received Admiral Li Chun sent a number of his men to search a junk which was about to start for Tsung Fa on the 30th ultimo. On board the vessel one hundred and fifty pounds of dynamite, thirty boxes of caps and some fuses were found, and two men, the owners of the contraband, were arrested.

STAMP DUTY.

Stamp duty will soon be imposed in the city of Canton. The Viceroy has deputed Expectant Magistrate Yu On Fung to proceed to Peking to apply for 7,500,000 stamps to be brought to Canton for distribution. Of these stamps 4,025,000 are of a value of 2,000,000 of 10 cents, and 1,275,000 of 100 cents.

GAMBLING MONOPOLY.

The Shan-Hou-Chu has granted to Mr. Yick Kai Hong the privilege, for a term of six years, of the Pa Pin and Shan Pin lottery farm at an annual rental of \$2,000,000 besides an extra sum of 600,000 taels to be paid in 1901, and to the Government, a sum of 100,000 taels to be paid annually to the Canton Government Paper Factory, 240,000 taels to be paid annually to the Bureau of Agriculture, Industry and Commerce, and another sum of 24,000 taels to the Taitai for the Development of Native Industries.

NEW TREASURER.

The Shan-Hou-Chu has received a telegram from Shanghai to the effect that the newly-appointed Canton Provincial Treasurer, Chun Kwei Lin, will be a passenger on board the steamer *Kiang Lo* of the C. M. S. N. Co., for the Southern Capital, on the 6th instant to take up his new appointment.

PRATAS ISLAND SETTLEMENT.

It is learnt from the local officials that the negotiations on the Pratras Island are nearing completion and the dispute will soon be amicably settled. The amount as at first claimed by the Japanese settlers on the island as compensation is said to have been reduced to a sum of some hundred and sixty thousand dollars, from which, however, a sum of thirty thousand dollars will be deducted to be paid as compensation to those Chinese who had suffered losses by reason of the Japanese occupation. It is expected that the agreement relating to this vexed question will probably be signed in the course of a week.

OPIMUM SMOKERS ARRESTED.

On the 6th instant the police raided an opium smoking shop in Tsai Tung Kiu, in the Western suburb, where they effected the arrest of three opium smokers without the necessity of wooden board licences, and a quantity of opium smoking apparatus.

THE LATE CHANG CHIH-TUNG.

On the 6th instant upon receipt of telegraphic intelligence from Peking announcing the death of H.E. Chang Chih-tung, Mr. Liang Ting Fen, formerly Provincial Judge in Hubei, a great friend of the late Grand Councillor, now in Canton, laid here on the same day to proceed at once to Peking with the view of assisting in the arrangements for the funeral of the deceased statesman. As a mark of respect for the late Chang Chih-tung, who was the founder of the Canton Kwang Nga Shu Yuen, now occupied by the High Provincial College, this institution was closed yesterday and the day was observed as a holiday. Several other colleges in this city were also closed yesterday. A commemorative service has now been arranged by the local gentry to take place in the Sam Kwan See Temple on the 18th instant when all the people will be invited to attend to pay their respects to the deceased Grand Councillor and as a token of the esteem in which he was ever held.

11th October.

BIRTHDAY OF CONFUCIUS.

Yesterday being the anniversary of the birth of Confucius, a commemorative service was held at 8 a.m. in the Provincial High Kung Temple where officials, gentry and people numbering several thousands were present to pay their homage before the tablet of the ancient sage. In the morning students of various colleges and schools, one party after another, with drums and bangles paraded the streets, on their way to the temple. The day was observed as a public holiday and most shops were closed for transaction of business. The dragon flag was displayed from a number of public institutions, shops and dwelling houses, and strings of fire-crackers were let off. Many buildings were decorated with evergreen flowers and lanterns, etc. in celebration of the occasion. The anniversary this year falling on a Sunday, to-day was observed as a holiday by all the students.

in this city. In honour of the occasion there is no issue of local newspapers to-day.

FUNDS FOR THE NAVY.

With the view of raising funds towards the reorganization of the Chinese Navy, H.E. Viceroy Yuan proposes to impose a house-tax in the province of Kwangtung.

OFFICIALS' TRANSFER.

Hon Kwok Kwan, the present Acting Taitai for the Development of Native Industries in Canton, who has been appointed Commissioner of Foreign Affairs at Peking, on the recommendation of H.E. Sik Liang, received a telegram yesterday from Peking ordering him to proceed without delay to Peking to take up his new appointment there.

NEW PROVINCIAL JUDGE.

The Shan-hou-chu department has been telegraphically advised that the newly-appointed Canton Provincial Judge, Chun Kwei Lin, will probably arrive at Canton on the 4th instant on board the gunboat *Chun On* from Shanghai. Yesterday the gunboat *Kiang Kwan* with a delegation was dispatched to Hongkong to meet the coming official on his arrival there.

ROBBERIES ARRESTED.

On the 6th instant on receipt of telegraphic information from the officials in Shue Tak district, Admiral Li Chun sent a number of his men on board the shallow draft cruiser *Kiang Ta* accompanied by the gunboat *Yun Wo* to a place called Yung Kito to wait the arrival of the steamer *Hoi Tung*, which was proceeding from Hongkong. On the steamer's arrival, the soldiers boarded her and commenced a search for some bad characters who were reported to be passengers on board. After a thorough search the soldiers succeeded in discovering, among the passengers four alleged robbers, named Ip Kwan Yung, Tsang Se, Wong Shing and Chin Lun, who were placed under arrest and conveyed to Canton on the same day, to be handed over to Admiral Li's custody. Of the four prisoners Ip Kwan Yung is reported to be a notorious robber, who had taken a leading part in holding up the village of Kwai Chow where two houses were burnt down and eight lives lost.

CLAN FIGHT.

A serious clan fight has been in progress in Nambol between the people of the clan Fok and those of the clan Lee. The houses reported to have been killed during the fight and five others were kidnapped. Day before yesterday the Nambol magistrate, on learning of the occurrence, at once deputed a tatal to the place to restore order.

13th October.

NAVAL EXPENDITURE.

The Canton Provincial Government has promised to appropriate a sum of three hundred thousand taels during for a period of four years towards the fund for the reorganization of the Chinese navy and a sum of two hundred thousand taels annually to be remitted to Peking towards the expenses of its maintenance, as already reported. The Canton Viceroy has now received a telegram from Peking asking him to remit the amounts as promised for the current year to Peking at an early date.

SUBSIDIARY CURRENCY.

In accordance with instructions received from Peking, the Viceroy has ordered the Canton Mint to mint copper coins of a cash and 5 cash value to be issued for circulation in the local market.

CANTON-HANKOW RAILWAY.

The late Chang Chih-tung was the Superintendent-General of the Canton-Hankow Railway, and, on account of his death, the railway is to be placed under the control of the Ministry of Posts and Communications. The Canton Viceroy is in receipt of a telegram from Peking to this effect, and he has accordingly informed the Canton-Hankow Railway Company of the Government's intentions.

NEW FRENCH MINISTER.

The new French Minister in Peking, M. Mercuri arrived here this morning from Hongkong by the French steamer *Port Beau*.

14th October.

TYPHOON REFUGEE PROJECT ABANDONED.

Mr. Uo Lai Chuen, of the Ming Shan Charitable Institution, submitted a suggestion to the Viceroy to construct a typhoon refuge in Tai-shan bay,



## FOOTBALL.

## H. K. F. C. SIX-A-SIDE COMPETITION.

Yesterday afternoon at the Happy Valley the second round of the above competition was concluded, and some excellent play was witnessed. The match between Carroll's team and Gregory's turned out very interesting, although the former won by 2 goals to nil. About four minutes after play young Goldenberg secured the ball and scored a hard stinger which beat the goal-keeper. After this the opponents tried hard to equalize but with no results. In the second half the same thing occurred, and Goldenberg again in front netted the second and last goal.

The other match between Weston and Danby was also interesting. The game was a good and fast one throughout, and ended in a draw, one goal.

The third round will be played on Tuesday, 19th, at 5.15 p.m.; the teams that will meet are as follows:—Garrett vs. Weston, and Danby vs. Carroll.

NAVAL YARD vs. KOWLOON FOOTBALL CLUB.

The following will represent the Kowloon Football Club in the league match against the Naval Yard at Happy Valley, 4.30 p.m.: Kow (goal), Allen, Van Ginkel (Full-backs), Follett, Lapsley (Half-backs), McNeil, Wilkie, Brown, Morrish, and Headback (Forwards).

## VICTORIA RECREATION CLUB.

## THE NEXT REGATTA.

It is five years ago since the V.R.C. regatta was last held, and in 1906, nothing could be done. Owing to the big typhoon that visited the Colony, in that year the Club lost all their boats with the exception of one blue tub. This year the V.R.C. Committee have decided to hold their own regatta again.

In 1907 the V.R.C. and the Yacht Club proposed to hold a joint regatta and owing to some differences this fell through. After that the Hongkong Regatta Meeting was formed and proved a success.

We understand that the next Regatta will most probably take place before Christmas. Since the swimming season is now over, crews are seen going out one after another every day in fours, pairs, and tubs, and this shows that the rowing members mean business, and good results may be expected from them. We wish the V.R.C. every success at the forthcoming meeting.

## A SLEEPY LUKONG.

## ATTACKED ANOTHER LUKONG WITH HIS TRUNcheon.

13th inst.

Because he was reprimanded by a constable for sleeping while on duty, a Lukong in the early hours of this morning made vigorous use of his official emblem—to wit, his truncheon—curiously enough, on another Chinese guardian of the peace. The injured man, his head swathed with bandages, appeared in the Police Court this morning and presented a sorry spectacle. His assailant was also there, minus his uniform. From the story of the Lukong, it would appear that early this morning the two men were doing their respective beats in the vicinity of Hollywood Road, when one of them discovered that a larceny had been committed on the other's beat. On going to inform his brother-policeman of his good fortune, he made the interesting discovery of finding him asleep at his post. He quickly roused the other from his slumbers and told him what an excellent job he had missed. The latter, however, who was rudely disturbed from his slumbers, would have none of it, and, producing his truncheon, dealt the intruder a few effective blows on the body, and by way of adding insult to injury, finished by a number of quick-as-lightning thrusts on the head. The obnoxious one's insubordinate conduct landed him in the Police Court, this morning, when the case was remanded until to-morrow.

## A "BOY'S" DISMISSAL.

## CLAIM AGAINST FORMER MASTER.

In the Summary Court, this morning, Kwong Chiu, a house-boy, sued Mr. F. Rummel for \$30, being amount of wages due to him by the defendant.

Plaintiff stated that he had been in the employ of the defendant for about five months. One night in October last, defendant came late into the house and next morning complained that he had lost 30 cents. It was told him that his services were required no longer and given five minutes to get out of the house.

The defendant's story was to the effect that complainant was in his employ from the 1st May last and missed small sums of money on several occasions.

Plaintiff (To defendant) If you had lost your money, why did you not report the matter to the Police?—I didn't want to do that.

A constable of the defendant also gave evidence.

Judgment was given for the plaintiff for \$15.

## JAPANESE IMPERIAL MINT.

## AMOUNT OF NEW COINAGE.

The value of coins to be struck by the Imperial Mint, Osaka, for the present fiscal year is estimated at ¥15,000,000 of silver and subsidiary coins for the Japanese Government and ¥10,000,000 of silver and ¥1,000,000 of subsidiary coins for the Korean Government. The value of gold pieces struck this year on private application is said to be unprecedentedly large. The quantity of gold bullion received by the Mint for coining purposes from April to September last was 8,018 kwans, or about 66,549 lbs., representing about ¥30,000,000 in value. Of this, about ¥14,000,000 was in coin. The principal applicants were the Bank of Japan and the Specie Bank. The total value of gold coins to be struck during the present fiscal year is expected to reach ¥10,000,000. The amount of metal currency now in circulation in Japan is estimated at a total of ¥155,000,000. It appears that the re-coinage of old silver pieces—50 sen and 20 sen has not been completed. As the coins are made much smaller by the re-coinage, the Government will make a profit of about ¥20,000,000 after deducting expenses. This profit is to be added to the funds of the Government for the readjustment of coinage. *Japan Chronicle.*

A CORRESPONDENT at Harbin, writing on the 3rd inst., says:—Mr. A. Schmidt, the popular Commissioner of the Chinese customs at Harbin, met with a nasty accident on Sept. 28th. Owing to a severe cold he was thrown down and either by the fall or a kick his jaw was broken. Plucking himself up he rode home and was taken to the hospital where his jaw was reset and no serious damage is likely to result. In fact, Mr. Schmidt was at work the next day although his face is still lacerated with plastered Paris. Mrs. Schmidt has returned from Harbin to reside here.

## A RECKLESS SHAMAN.

## CASE AT THE MARINE COURT.

In the Marine Court, this morning, before Commander Basil Taylor, R.N., Marine Magistrate, Mr. Dixon Hopcroft, Chief Officer of the R.M.S. *Empress of Japan*, charged Henry George Davis, seaman, with absconding from the ship on the 13th inst. It appears that the defendant, who is a night watchman on board the *Empress of Japan*, went ashore on watch on the 10th and 11th inst. He was warned by the mate not to go ashore any more, but he disobeyed the order and went ashore sometime in the afternoon and did not report for duty till 11 a.m. on the 14th, another man having to keep his watch.

The Harbour Master ordered the forfeiture of eight days' pay and further sentenced the defendant to three months' imprisonment with hard labour, and to be put on board the *Empress of Japan* before sailing.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Considerably more attention has been given to our local stocks than for some time past and a fair business has been put through during the week.

Banks.—Hongkong and Shanghai Banks have ruled fairly steady during the week and small sales have taken place at \$95. The London price has declined to 197 1/2. Nationals continue in demand at \$65.

Marine Insurance.—Cantons remains weak and on offer at \$175. North China are steady at \$115. Unions are offering at \$52. Yangtze are unchanged and without business to report.

Fires Insurance.—Hongkong Fires have risen to \$375 at which rate buyers prevail. China Fires are also in demand and can be placed at \$114.

Shipping.—Both China and Manilla and Douglas are unaltered and without business to report. Hongkong, Canton and Macao Steamboats are on offer at \$131. Shell Transports have eased down to 73 1/2 with buyers. Indo-China are quiet and neglected at \$60. In the North there are buyers at \$140.

Refineries.—China refiners have been the medium of a fair business and close with buyers at \$145. Lucas can be had at \$23. Perak Sugar is wanted at \$13 3/4.

Mining.—Chinese Engineerings have improved to \$10 1/2 at which rate they are in demand. There are sellers of Rauba at \$8.

Docks, Wharves and Godowns.—Kowloon Wharves are firm and sales have been effected at \$51, \$52 and \$53 closing firm. Whampoa Docks are easier and on offer at \$95. A small sale has been effected at \$54. In the North, Shanghai Docks are wanted at \$140. Hongkong Wharves are offering at \$140.

Land, House and Buildings.—Hongkong Land is a seller at \$104 and Humphreys Estates at \$91. West Point can be got at \$43. Other stocks under this heading are unchanged and without business to report.

Cotton Mills.—Hongkong Cottons have sellers at \$64. Ewos have further risen and buyers prevail at \$143 1/2.

According to latest mail advices to hand from the North changes in other Northern mills are as follows:—Internationale T.S. 87, Lou Kong Mow T.S. 47, Soy Chien T.S. 400, Mitsui Bussan Kaisha T.S. 300. China Provident have been dealt in, in small lots, at \$90. Green Island Cements are weaker and after sales at \$8 are quiet at quotation while the new shares have been sold at \$7.30. Hongkong Ice have declined to \$18 1/2 with sellers. Langkai are a weaker market with sellers at \$13 3/4. Siam, after dropping to \$10, during the early part of the week have recovered and sales are reported at \$10 1/2.

Rubbers.—There has only been a small business transacted during the week, most people being satisfied with their present holding. Anglo-Malaya have buyers at 14 1/2. Balgownie are slightly weaker and can be had at \$71. (Spore). There are sellers of Castlesfield at 60 1/2 after sales during the week at 55 1/2 and 57 1/2. Golconda have been bought from London at 67 1/2. Highland and Lowland have declined to 67 1/2. Kuala-Lumpur have shown an improvement of last week's quotation and buyers prevail at 71 1/2. Liangins are wanted at 25 1/2. Lebuhaya after sales at 53 1/2 can now probably be obtained at 52 1/2. Raglan are in demand at 19 1/2 (Spore). Sungei Chohs, partly paid, are firm and in request at 41 1/2. Singapore Johore are weaker and have sellers at the reduced rate of \$32 (Singapore).

Exchange.—The Banks selling rate on London is 1/5 on demand. The T/T rate on Shanghai is 7 1/2.

Dividends Payable.—Dairy Farms—dividend 60 1/2 for year ending 31st July, 1900, payable on the 10th inst. Cantons—dividend of \$10 per share for year 1900, payable on the 22nd inst.

Forward Settlements.—The following dates have been fixed by the Rockbrokers' Association of Hongkong for Forward Settlements:—

October Settlement 19th October.  
November Settlement 26th November.  
December Settlement 26th December.

## YARN MARKET.

Since the issue of our last report on the 1st instant per *s. Delta* our market has continued in the strong and active condition as last advised. The excitement in India caused by the abnormally high prices of the raw material, as well as the increasing firmness of holders, have greatly emboldened our local speculators who flushed with their late successes of cheap heavy purchases, have again plunged heavily and secured a considerable quantity of yarn especially No. 100 and 125, freely responding to the demands of holders and establishing a further appreciation in value of \$1 to \$1 1/2 per bale. Month's clearances have continued very satisfactory, and stocks are gradually diminishing, at the close, however, a sudden cessation of demand has set in there being an entire absence of any inquiry for all counts. The cause for this, it is to be feared, is that prices have reached an unprecedentedly high level, which forces the dealers to exercise great caution in their dealings. They are now taking full advantage of the firmness of the importers and getting their own holdings as rapidly as possible, for they are aware that there must be considerable slackness with the advent of the tenth moon, that is in December.

No. 60 & 80.—In moderate inquiry at a rise of half to one dollar per bale.

No. 100 & 125.—Have been very heavily dealt in more especially in No. 100 which comprise more than a moiety of the whole settlements, prices showing a further appreciation of \$2 to \$2 1/2 per bale.

No. 160.—In fair request at a slight advance, chiefly in a 2 or 3 desirable spinages.

No. 200.—Favourite desirable tickets only have been in request and prices have advanced \$1 to \$1 1/2 per bale, while other spinages in less favour with the dealers have been passed over and they are difficult to move.

Tafel sales 9,500 bales.

Sold stocks estimated at 20,000 bales.

Sold but undelivered in the godowns, and to arrive 30,000 bales.

Arrivals.—The mail str. *D. Hui* and extra str. *Jachia* and *Bombay* from Bombay, *India*, *Lightning* and *Kala* from Calcutta, *India*, brought in 11,000 bales for Hongkong, and 9,000 bales for Shanghai, shipments from Hongkong to Shanghai, and coast ports, &c., amount to about 2,000 bales.

Shanghai.—It is reported strong and active and a good business is reported at an advance of one to three taels per bale.

Japanese Yarn.—Neglected throughout.

Local Mill.—Sales of 615 bales No. 100, at \$175 and \$177 are reported.

Raw Cotton.—No stock of arrival of either Indian or China staple and no business.

Quota Indian \$33 to \$37 and China \$45 to \$50.

Ropes, 1 1/2 inch, 1/2 inch, 1/4 inch, 1/8 inch, 1/16 inch, 1/32 inch, 1/64 inch, 1/128 inch, 1/256 inch, 1/512 inch, 1/1024 inch, 1/2048 inch, 1/4096 inch, 1/8192 inch, 1/16384 inch, 1/32768 inch, 1/65536 inch, 1/131072 inch, 1/262144 inch, 1/524288 inch, 1/1048576 inch, 1/2097152 inch, 1/4194304 inch, 1/8388608 inch, 1/16777216 inch, 1/33554432 inch, 1/67108864 inch, 1/134217728 inch, 1/268435456 inch, 1/536870912 inch, 1/1073741824 inch, 1/2147483648 inch, 1/4294967296 inch, 1/8589934592 inch, 1/17179869184 inch, 1/34359738368 inch, 1/68719476736 inch, 1/137438953472 inch, 1/274877907944 inch, 1/549755815888 inch, 1/1099511631776 inch, 1/2199023263552 inch, 1/4398046527104 inch, 1/8796093054208 inch, 1/17592186108416 inch, 1/35184372216832 inch, 1/70368744433664 inch, 1/140737488867328 inch, 1/281474977734656 inch, 1/562949955469312 inch, 1/1125899910938624 inch, 1/2251799821877248 inch, 1/4503599643754496 inch, 1/9007199287508992 inch, 1/18014398575017984 inch, 1/36028797150035968 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## SHARE QUOTATIONS

Supplied by Messrs. H. S. KAPOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RATES AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,001,819	Interim of 4% for account 1909 @ ex 1/91 —\$22.72	4% \$295 sales London £91.10
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$100,000	\$30,553	\$2 (London 2/6) for 1909	— \$65 buyers
<b>MARINE INSURANCE.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$28,757 \$411,990 \$188,000 \$130,000 \$103,747 \$12,877	none	\$14 for 1907	7 1/2% \$175 sellers
North China Insurance Company, Limited	10,000	£15	£8	\$1,000,000 \$103,747 \$12,877	Tls. 150,518	Interim of 7/6 for 1908	5 1/2% Tls. 125
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$103,747 \$12,877	\$2,464,901	Final of \$17 making \$47 for 1909 and interim of \$30 for 1908	5 1/2% \$850 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$103,747 \$12,877	\$707,637	\$12 and bonus \$3 for 1907	7 1/2% \$323
<b>FIRE INSURANCE.</b>							
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$103,747 \$12,877	\$375,344	\$6 and bonus \$2 for 1907	7% \$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$103,747 \$12,877	\$168,711	\$27 for 1907	8% \$375 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$15	\$12	\$7,000 \$103,747 \$12,877	\$1,035	\$1 for 1906	— \$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$24,618 \$103,747 \$12,877	Nil.	\$1 for year ending 30.6.1908	7% \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$7,000 \$103,747 \$12,877	\$21,170	Interim of \$12 for account 1909	7 1/2% \$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$103,747 \$12,877	£11,755	6% for 1907 on Preference shares only @ ex 1/11/10—\$5.154	— \$60
do. do. (Deferred)	60,000	£5	£5	\$10,000 \$103,747 \$12,877	£11,755	Final of 1/1 for 1908 and interim of 1/1 for 1/10/1909	— 7 1/2% buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$10,000 \$103,747 \$12,877	£61,817	\$1.00 for year ending 10.4.1909	4% \$14
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$103,747 \$12,877	\$2,121	—	5 1/2% —
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$103,747 \$12,877	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2% \$145 sellers
Large Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$103,747 \$12,877	Dr. \$35,893	\$5 for 1907	— \$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$103,747 \$12,877	Tls. 0.173	Tls. 34 for year ending 31.8.08	— Tls. 332 b.
<b>MINING.</b>							
Oblique Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$175,000 \$103,747 \$12,877	£11,150	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7% Tls. 191 buyers
Roub Australian Gold Mining Company, Limited	150,000	£1	£1	\$175,000 \$103,747 \$12,877	£11,150	No. 12 of 1/1—48 cents	— \$81 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fauvel (Geo.) & Co., Limited	18,000	\$15	\$15	\$4,986 \$103,747 \$12,877	Dr. \$7,431	\$1.75 for year ending 31.12.08	— \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$150,000 \$103,747 \$12,877	\$10,102	None	— \$62 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$150,000 \$103,747 \$12,877	\$145,162	Interim of \$14 for account 1909	12 1/2% \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$150,000 \$103,747 \$12,877	Tls. 6.16	Final of Tls. 24 for year ending 31.12.09	6 1/2% Tls. 751 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$150,000 \$103,747 \$12,877	Tls. 21,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2% Tls. 1140 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$150,000 \$103,747 \$12,877	Tls. 4,134	Tls. 5 for year ending 29.2.09	5 1/2% Tls. 105 buyers
Central Stores, Limited	50,185	\$15	\$15	\$150,000 \$103,747 \$12,877	\$24,641	\$1.20 on old and 60 cents on first new issue.	— \$172 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$150,000 \$103,747 \$12,877	\$19,772	Interim of \$2.40 on old and 40 cents on new shares for account 1909	— \$434 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$150,000 \$103,747 \$12,877	\$26,473	Interim of \$1 for account 1909	6 1/2% \$94 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$103,747 \$12,877	\$5,486	60 cents for 1908	5% \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$150,000 \$103,747 \$12,877	\$178	\$14 for 1908	— \$12
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$150,000 \$103,747 \$12,877	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2% Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$150,000 \$103,747 \$12,877	\$1,068	Interim of \$2 for account 1909	8 1/2% \$43 sellers
<b>COTTON MILLS.</b>							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$150,000 \$103,747 \$12,877	Tls. 8,810	Tls. 5 for year ended 31.10.1908	3 1/2% Tls. 143 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$150,000 \$103,747 \$12,877	\$9,552	50 cents for year ending 31.7.08	6% \$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$150,000 \$103,747 \$12,877	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	— Tls. 89
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$150,000 \$103,747 \$12,877	Tls. 4,839	Tls. 4 for 1908	— Tls. 111
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$150,000 \$103,747 \$12,877	Tls. 15,012	Tls. 50 for 1908	— Tls. 460 sellers
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500 \$103,747 \$12,877	£648	15% per share for 1908	— \$10
China Borneo Company, Limited	60,000	\$10	\$10	\$1,500 \$103,747 \$12,877	£648	\$1.20 or 1908	9% \$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,500 \$103,747 \$12,877	£648	50 cents for year ending 28.2.06	— \$64
do. do. special shares	50,000	\$10	\$10	\$1,500 \$103,747 \$12,877	£648	80 cents for 1908	8 1/2% \$64 buyers
China Provident Loan & Mortgage Company, Ltd.	181,000	\$10	\$10	\$1,500 \$103,747 \$12,877	£648	\$1.50 for year ending 31.7.08	7 1/2% \$172 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500 \$103,747 \$12,877	\$48	Interim of 35 cents for account 1909	10% \$13
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$5,751	80 cents for year ending 31.12.08	8% \$13
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$5,751	\$1 and bonus 20 cts. for year ending 29.5.09	10% \$13
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$5,751	Interim of \$2 for account 1909	8 1/2% \$13 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500 \$103,747 \$12,877	\$5,751	Interim of \$2 for account 1909	10% \$13 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$5,751	Interim of \$2 for account 1909	8 1/2% \$13 buyers
Meischappel (to Mjln., Bosch en Landbouwer- plaatse in Langkai, Limited)	25,000	Gs. 100	Gs. 100	\$1,500 \$103,747 \$12,877	Tls. 316,082	Third quarterly of Tls. 124 for account 1909	7% Tls. 330 a.
Peak Tramways Company, Limited	15,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$4,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6% \$13
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$4,204	—	3% \$13
Philippine Company, Limited	75,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$4,204	—	— \$13
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,500 \$103,747 \$12,877	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	4 1/2% Tls. 107 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$1,500 \$103,747 \$12,877	Dr. \$16,602	None	— \$134 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,500 \$103,747 \$12,877	\$135	40 cents for year ending 31.4.08	7 1/2% \$54
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$172	60 cents for year ending 31.12.08	5% \$102 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$172	60 cents per ord. share for year ending 31.5.09	6 1/2% \$124 buyers
Watson, (A. S.) & Co., Limited	30,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$2,613	Final of 30 cts. for 1908	6 1/2% \$8 sellers
William Powell, Limited	11,000	\$7	\$7	\$1,500 \$103,747 \$12,877	\$78	Final of 30 cts. making 60 cts. for the year ended 30th June, 1908	— \$4 sellers
<b>RUBBERS.</b>							
Anglo-Malay Rubber Company, Limited (fully paid)	1,000,000	1/-	1/-	\$1,500 \$103,747 \$12,877	none	Interim of 12 1/2% for account 1909	— 14/6 buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$1,500 \$103,747 \$12,877	\$7,400	25% for year ending 31.3.09	— \$71 sellers
Castlefield Rubber Estate, Limited	23,510	4/-	4/-	\$1,500 \$103,747 \$12,877	none	Final 9% making 12% for 1909	— \$2/6
Damansara (Selangor) Rubber Co.	110,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 60 sellers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 67/6 sellers
do. do. (contributory)	123,540	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Kamuning (Para) Rubber Tin & Co.	195,000	2/-	2/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
do. do. B Shares	195,000	2/-	2/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Kuala Lumpur Rubber Co., Limited	105,000	2/-	2/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Linggi Plantations, Limited (ordinary)	100,000	2/-	2/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
do. do. (7% pref.)	100,000	2/-	2/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Ragalla Rubber Company, Limited (ordinary)	25,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
do. do. (8% pref.)	25,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Leidbury Rubber Estates Limited	60,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
do. do. (contributory)	40,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Sage Rubber Company, Limited	100,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Sandcroft Rubber Company, Limited	1,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Sekong Rubber Company, Limited	80,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Shalford Rubber Estate Limited	60,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Singapore & Johore Rubber Company, Limited	45,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Sungei Choh Rubber Estate Company, Limited	45,000	\$10	\$10	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers
Sungei Kapar Rubber Company	110,000	4/-	4/-	\$1,500 \$103,747 \$12,877	none	None	— 4/- sellers

## HONGKONG AVERAGE MARKET PRICES.

Corrected 1st October, 100 cts. per 5 Mts.

## BUTCHER MEAT.

Beef sirloin &amp; prime cut—Mei Lung Pa B.

Comed—Ham Ngau Yuk

Roast—Shiu

Boat—Ngau Lam

Boat—Tong Yuk

Steak—Ngau Yuk Pa

Siu—Ngau Lau

Sausages—Ngau Yuk Chang

Bullock's Brains—Know... per set

Tongue fresh—Ngau Li... each

Comed—Ham Ngau Li... each

Head—Ngau Tau

Heart—Ngau Sum

Hump, Salt—Ngau Kia

Feet—Ngau Kook

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Con

Tripe (unpressed)—Ngau To

Oliver's Head and Feet—Ngau-chai

Mutton Chop—Yeung Pal Kwai

Leg—Yeung Pal

Shoulder—Yeung Shau

Pigs' Chittlings—Chi chong

Blains—Chi Khow... per set

Feet—Chi Kook

Fry—Chi Chak

Head—Chi Tan

Heart—Chi Sum

Kidneys—Chi Yiu

Liver—Chi Kon

Pork Chop—Chi Pal Kwai

Comed—Ham Chi Yuk

Leg—Chi Pal

Fat or Lard—Chi Yau

Sheep's Head and Feet—Yeung Tau







Mails.  
**NORDDEUTSCHER LLOYD.**  
BRIMMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	Middle of October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dowers	WEDNESDAY, 20th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 5th Nov., Daylight.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th October, 1909.

**MESSAGERIES MARITIMES.**

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

**P. de CHAMPMORIN,**

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th October, 1909.

**MESSAGERIES CANTONNAISES.**

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

**BARRETT & CO., Hongkong.**

Hongkong, 9th October, 1908.

EYES



RIGHT!

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all ailments.

Ask, or write, for Illustrated Booklet on "Defective Sight."

LONDON.

SHANGHAI.

HONGKONG.

Intimations.

**THE YOKOHAMA DOCK CO., LTD.**

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....575 ft.	Docking Length.....376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock and for unloading Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

**F. BLACKHEAD & Co.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG;  
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL ORNAM  
and  
P & O. SPECIAL LIQUOR-SOOTH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

**OSMAN & CASUM,**  
1 & 3, D'AGUILAR STREET.

JUST UNPACKED  
Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application.  
Coast Port Orders carefully  
executed.

Hongkong, 6th September, 1909.

**D. NOMA,**  
PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS.  
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
a 50 years' experience in tattooing, is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
samples, and produce a charming effect not  
attainable by any other, as their composition is  
only known to me. In tattooing ladies, some  
species of engraving, care must be taken to  
have the work done in a perfect, high toned  
manner. In order to take special precaution  
against possible danger, I use fresh materials  
daily.

The copying of Portraits with distinct  
mistakes a speciality.

Hongkong, 1st September, 1908.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL,  
Offices and Godown.  
In No. 1, QUEEN'S ROAD CENTRAL,  
Victoria Building, Rooms suitable for Offices.  
ROOMS in Colosse Chambers, No. 31,  
WYNDHAM STREET.

Apply to—

**DAVID SASSOON & Co., Ltd.**

Hongkong, 15th September, 1909.

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each  
containing Eight Rooms with Back  
Yards and Servants' Quarters on Shamshau Lot  
55, now in the occupation of the Mitsui Bussan  
Kaisha.

Apply to—

**DAVID SASSOON & Co., Ltd.**

Hongkong, 4th October, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing  
the Harbour from about October, at  
present in occupation of Messrs. Jardine,  
Matheson & Co., Ltd.

Apply—

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**

Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd  
Floor of No. 14, Des Vieux Road  
Central (formerly occupied by Messrs. Shewan,  
Tombs & Co.).

Apply to—

**THE COMPADORE DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.**

Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also  
OFFICES at No. 2 PRIDDER STREET.

Apply to—

**Messrs. JARDINE, MATHESON  
& Co., Ltd.**

Hongkong, 30th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,  
3rd Floor.  
No. 3 CLIFTON GARDENS, CONDUIT  
ROAD.

A HOUSE in WONG-WEI-CHONG ROAD  
A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE  
BUILDINGS, and No. 168, DES VUEX  
ROAD next to the Hopkings Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VUEX ROAD CENTRAL,  
1st Floor.

Apply to—

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**

Hongkong, 1st June 1909.

TO LET.

GODOWN, No. 14, DUNDRELL STREET.

Apply to—

**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**

Hongkong, 2nd June, 1909.

THE "OPEN DOOR" IN  
MANCHURIA.

THE REPORTED U.S. PROTEST.

San Francisco, Sept. 30.

A Washington telegram states that the authorities of the State Department repudiate as unfounded the report that the U.S. Government is taking steps to lodge a protest with Japan against the new Manchurian Agreement between Japan and China. It is not known whether Mr. Knox, Secretary of State, has ever considered such a proposal, but the opinion prevails in some quarters that one of the clauses in the new Agreement, binding China to consult Japan before extending her railways in Manchuria, cannot be approved. The action of Japan in forcing China to make such a promise is a violation of the Portsmouth Treaty whereby Japan agrees not to oppose any action of the Chinese Government for the improvement of its railway system in Manchuria for commercial purposes.

It is pointed out that another provision of the Agreement, by which Japan binds China to borrow a portion of the expenditure from and to consult Japan in the event of China constructing any railway in Manchuria, directly prevents other countries from investing money on railways in Manchuria, and therefore conflicts with the "open door." Moreover, arrangement, by which Japan obtains an exclusive right to work mines in the district along the Antung-Mukden and South Manchurian railways, in joint interest with Chinese capitalists, cannot be approved. The acquisition of such rights by Japan will prove an obstacle to the construction of railways in Manchuria in future.

THE LURE OF GOLD.

THE RUSH TO TANAMI.

The difficulties of finding water and obtaining rations on the route to the new goldfield in the Northern Territory, which were pointed out when the first intimation of the find was made, do not appear to be deterring adventurous spirits from making an attempt to reach the spot. They all hope to be among the few who may make rapid fortunes, and ignore the greater possibility of being among the many who will fall by the way, or find disappointment awaiting them at the end of their journey. The South Australian Minister for Mines has found it necessary to issue a warning to the diggers who are joining in the rush of the extreme hardship and danger of the route.

When Mr. Alan Davidson discovered that there was gold at Tanami nine years ago, the prices he found in the limited time at his disposal did not satisfy him of its existence in payable quantities, having regard to the remoteness of the place from the sea coast, and the rough and difficult country through which alone it could be reached. The more recent discoveries have, however, demonstrated the wealth of the district, and the length of the journey and the hardships that must be encountered are not preventing men from the attempt to win some of that wealth for themselves. The direct distance from Port Darwin, the point of departure of the rush that has set in, is between five and six hundred miles; from the mouth of the Victoria River it is nearly two hundred miles shorter, or about the same distance as Kimberley is from the western coast. In the present state of undevelopment of the Northern Territory the field can only become profitable if it is very rich, and in that case it will have a powerful influence in attracting population to the Territory, which in its emptiness is at once a reproach and a menace to the whole of Australia.

The influence of gold discoveries on the settlement of new lands has been seen throughout the whole history of Australia, and nowhere more clearly than in Western Australia, from whose borders Tanami is distant only fifty miles. It took sixty-three years from the arrival of the first emigrant ship in 1789 for the population to grow gradually to fifty thousand, and while now, only seventeen years after the first great rush to Coolgardie, the number of the people is three hundred thousand, and among the exports of an annual value of ten millions are found wheat and fruit. While soon the western part of the island continent will join the east and south in supplying the London market with butter and other dairy produce.

Dense scrub of turpentine and mallee clothe much of the land towards Tanami. Spinifex, desert sands, salt marshes, and outcrops of black basalt on the barren hills mar the trackless wilds that must be crossed before the goldfield lying in the heart of Australia can be reached by the adventurers. Tanami in the native language means "never dies," and the spot owes its name to two large and beautiful rock holes into which a spring of water wells perpetually. The basins are surrounded by the high precipitous gorge that cleaves part of one of the short tableland ranges peculiar to the district. A green and flower-strewn valley opens out from the foot of the gorge beyond are low rises of ironstone gravel, and alluvial flats which are broken to the westward by sandstone and quartzite ranges.

Lost of gale will drive many a man to walk a thousand miles for a chance to dig for gold who is too lazy to dig the kitchen garden. Whether this oasis in the desert is to be another Bendigo, restoring the financial equilibrium of the Northern Territory without cost to the Federal Government, only time can show. "And such things" still drive men and many a "Colonial millionaire" will blanch by the track before this last won wilderness becomes an asset in the commonwealth of Australia.

—Murray Ryan in *Full Mail Gazette*.

WEATHER-FORCAST AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and 1 RUM below indicates a Typhoon to the North-East of the Colony.
  3. A CRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and 1 RUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and 1 BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and 1 BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.  
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Red Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.  
Waglan. San Ki Wan.  
Stanley. Sai Kung.  
Cape Collinson. She Tan Koi.  
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Flagstaff.

P. O. T. W.



**Intimation.**

# Powell's

**HAVE JUST OPENED THE FIRST CONSIGNMENT OF Ladies' AUTUMN and WINTER COATS, SKIRTS, COSTUMES, ULSTERS**

ALSO.

A good variety of

## CHILDREN'S COATS.

The cut of these Garments is Superb and the newest colorings only are displayed.

**SHOW ROOMS AND FITTING ROOM ALEXANDRA BUILDINGS.**

Hongkong, 6th October, 1909.

**Intimations.**

**JUST LANDED:**

The well-known and famous brandy

## "Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years Old ..... 5.50

ALSO

QUINQUINA!

QUINQUINA?

DUBONNET?

**FRENCH STORE,**

Sole Agent.

..... 30th April, 1909.

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL on FIRST FLOOR OF NO. 25 DES VUEUX ROAD CENTRAL. (opposite the P. & O. S. N. Co.'s office.)

**OPENED DAILY:**

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden, and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curtains and Perfumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.

Hongkong, 25th September, 1909. [675]

**NOTICE.**

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37 Hollywood Road, and floor.

Hongkong, 6th September, 1909. [638]

**For Sale.**

SPECIAL SALE OF WORK in aid of the ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superiress and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Art class suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT, 28, CAINE ROAD.

Hongkong, 11th October, 1909. [712]

**FOR SALE.**

JUST RECEIVED:

A SELECTION OF FLOWER, VEGETABLE AND FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each

**LAWN GRASS SEEDS.**

**FERTILIZER.**

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

G & CO., 27, Des Vieux Road.

Hongkong, 9th October, 1909. [675]

**LEE YEE**

**HAIR DRESSING SALOON**

HAS ALWAYS ON HAND

**CIGARS, CIGARETTES**

AND

**TOILET REQUISITES**

**FOR SALE.**

11, D'AGUILAR STREET, HONGKONG.

Hongkong, 2nd September, 1909. [675]

**AMERICAN MILK IN CHINA.**

TRADE WORTH BIG SUM.

Vice-Consul General Frank W. Hadley, of Shanghai, furnishes the following information on the trade in condensed milk in China:

Shanghai is the distributing point of condensed milk for China. The total imports from foreign countries and Hongkong, the latter being composed of foreign milk, in 1908 amounted to 150,000 dozen tins, valued at \$148,299, of which 16,899 dozen tins, valued at \$15,896, were re-exported to foreign countries, leaving 133,101 dozen tins, valued at \$132,403, for consumption in China, of which 78,375 dozen tins, valued at \$77,375, were reshipped to other Chinese ports, the balance being left for local consumption.

The Chinese use the sweetened milk, which constitutes very much the greater part of the trade, while the foreigners in China use the sweetened evaporated cream. Milk is put up in tins of 16 and 20 ounces, the first being the popular size. The Shanghai and North China trade is controlled by American brands, while European brands predominate the south, around Canton.

It is estimated that during recent years from 5,000 to 10,000 tins per year have been put on the market in imitation of a popular American brand of milk. This milk was manufactured outside of China, imported without labels, and Chinese printers hired to make the imitative labels. This trade, however, has been checked during the past year by the firm stand taken by Chinese officials to free their markets from such discreditable proceedings. One agent of a European firm engaged in this business was fined \$300 by the mixed court and had his stock confiscated.

**A LIFE OF ADVENTURE.**

SEEKING FOR FORTUNE IN BORNEO AND MALAYA.

The *Western Mail* of Perth has published the life story of Mr. Robert Sefton who is regarded as being among the best known explorers and prospectors in all Australasia. From early boyhood Mr. Sefton has led an adventurous and exciting life. His father was a sergeant-major in the 99th Regiment, and young Sefton was born at sea during the voyage of a detachment from Calcutta to Sydney. Migrating to New Zealand, he spent some time on a sheep station, but, was fascinated by the discovery of gold which attracted him to Australia where he had many exciting experiences. After visiting Townsville and Brisbane, Sefton came to Singapore, with the intention of trying his fortunes in North Borneo, which is rich in gold and precious stones, and in the hope of getting a concession. Sefton interviewed the British and Dutch Residents. From the British representative he received cordial assistance. The Dutch official was polite and nothing more. The *Western Mail* continues: The headquarters of the British Resident are at Sandakan, a place of great natural beauty, and with a harbour equal to that of Sydney. The equator runs through the Dutch portion of the island, and its true course is marked by a brass rod in the house of the Resident at the Post. With a party of natives Sefton ascended the Segama (sands of gold) River, and found the voyage one of extreme difficulty. The climate was decidedly trying and the river was full of shoals and rapids. Colours of gold were found in lots of places along the banks, and Sefton was favourably impressed with all that he saw, but the loss of his boat and sickness of several of his natives compelled him to return much sooner than he intended. Undeterred by his first want of success, he organized another expedition and returned to the attack. Again his party was decimated by fever, and again he lost a boat containing stores and provisions.

**A DISASTROUS EXPEDITION.**

He reported the results of his trip to Capt. Beeston, the Commandant of the British forces, and another expedition was fitted out to explore the upper portion of the river. Capt. Beeston was in charge and an auspicious start was made. Disaster after disaster, however, pursued the party. The navigation of the upper part of the river was exceedingly difficult. The waters, dashing from their mountain fastnesses, swirled round huge boulders and formed dangerous rapids, against which boats made slow headway. Capt. Beeston was knocked out by fever, and the commissariat arrangements broke down. Several Dyaks sickened and died, so very reluctantly another return was made to the coast. Sefton met with every kindness and consideration from the Dutch officials, but in the matter of mining or other concessions, the laws of the country had to be observed. They are far more stringent than any in force in Australia, and in view of the immense sums of money sent away from this State to foreign investors, the example of the Dutch Government might to a certain extent be followed. His notes are full of interest, not only from his own stand-point as a gold-seeker, but for their value as a contribution to our knowledge of natural history. For instance he had a close and altogether unexpected meeting with a sladang, to meet with which is rather more dangerous than falling over a sleeping tiger.

**TIN FAHANG.**

Continuing his adventurous career, Sefton went on to Pahang, Malay Federated States, where he had charge of the famous Raub mine, until another attack of his old enemy, malarial fever, necessitated a change. He was relieved by Bibby, an old and experienced miner from Castlemaine, Victoria. Unfortunately, the tropical climate proved fatal to Bibby and his wife, both of whom died close to the mine. Young Bibby, their son, a promising engineer, also lost his life at the same place, as the result of an accident. Feeling the necessity for a thorough change, Sefton returned to Australia, where he is at present recuperating.

**JAPANESE IMPERIAL MINT.**

AMOUNT OF NEW COINAGE.

The value of coins to be struck by the Imperial Mint, Osaka, for the present fiscal year is estimated at ¥15,000,000 of silver and subsidiary coins for the Japanese Government and ¥5,000,000 of subsidiary coins for the Korean Government. The value of gold pieces struck this year on private application is said to be unprecedentedly large. The quantity of gold bullion received by the Mint for coining purposes from April to September last was 5,018 kwans, or about 66,549 lbs., representing about ¥36,000,000 in value. Of this, about ¥14,000,000 was in coin. The principal applicants were the Bank of Japan and the Specie Bank. The total value of gold coins to be struck during the present fiscal year is expected to reach ¥50,000,000. The amount of metal currency now in circulation in Japan is estimated at a total of ¥153,000,000. It appears that the re-coining of old silver pieces—50 sen and 20 sen has not been completed. As the coins are made much smaller by the re-coining, the Government will make profit of about ¥20,000,000 after deducting expenses. This profit is to be added to the funds of the Government for the readjustment of coinage. —*Japan Chronicle.*

**PREVENTIVE PLAGUE CAMPAIGN.**

AMERICAN BACTERIOLOGIST ON RAT WARFARE.

Dr. F. G. Novy, professor of bacteriology and director of the hygiene laboratory of the University of Michigan, chairman of the commission appointed eight years ago, to investigate plague conditions in San Francisco, is in Seattle attending the Alaska-Yukon-Pacific exposition. In an interview Dr. Novy said that while there he intended to inform himself fully on the results of the rat campaign carried on in that city.

"It is essential," said Dr. Novy, to continue the rat warfare. It is as necessary as to have guards on a railroad to prevent accident. Seattle is one of America's big seaports. It is growing all the time and it has been claimed that it is the gateway to the Orient.

"The plague is insidious. It is likely to spring up at any moment. While all is calm and serene at present, imagine if you will the chaotic state of affairs should the scourge really strike this city. Think of the commercial loss. Trade with British Columbia, Mexico and the Orient would be tied up. And it should be remembered that this port is in direct connection with Japan, China, India and Mexico, where the plague is as yet not fully stamped out.

**SAN FRANCISCO'S EXPERIENCE.**

"It is very wrong for men to say that the campaign against rats should cease just because there are no human cases. San Francisco found that it was a fight that should never end. It was thought down there that all the plague rats had been caught. Then came a human case, and the fight was renewed, only to find that plague rats were numerous.

"The opposition to carrying on the campaign against rats puts me in mind of the argument that might be made against a paid fire department. While there are no fires there is no need of a department; but when there is a fire—well, then the department pays for itself many times over. Let one case of death come from the plague, and see the penalty that is inflicted. Seattle is a popular port and city, but the plague causes the world to shudder and turns its back and commerce away.

"Science has been employed in doing this prophylactic work so quietly that but little is heard about it. Surely it is unnecessary to shout from the housetops that the good work is always under way. Certain it is that this city and its officials and population do not want to visit the laboratory and see the rats that are brought in and examined. But I do say that if it is necessary, let those who oppose this movement take the same time spent in opposition to studying the matter and meeting those who are doing the work.

"I intend while here to go over every phase of the matter, just for my own use for the future. It should be remembered that Seattle to-day is looked upon as being a model port in its rat campaign. Don't let Seattle injure itself in the opinion of other countries. Remember that Mexico, Hawaii, Japan, Australia, the Philippines, China and Japan are taking no precautions on your behalf. Seattle must do it itself."

**Public Companies.**

**CANTON INSURANCE OFFICE, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE TWENTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned on FRIDAY, the 22nd inst., at 11 A.M.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd instant, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 5th October, 1909. [702]

**THE DAIRY FARM CO., LD.**

**NOTICE TO SHAREHOLDERS.**

THE THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong on TUESDAY, the 19th October, at 11.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th October, 1909, both days inclusive.

By Order, M. MANUK, Acting Secretary.

Hongkong, 1st October, 1909. [666]

**Intimations.**

**HONGKONG JOCKEY CLUB.**

**NOTICE.**

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 6th October, 1909. [705]

**PEAK TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

**NIGHT CARS**

8.45 p.m. and 9 p.m. ... 9.15 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.00 noon ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Road Central.**

JOHN D. HUMPHREYS & SON, General Managers.

..... 2nd April, 1900. [649]

**YUEN HING,**

NO. 4, D'AGUILAR STREET.

**FACTORY SWATOW KIA LAK.**

MANUFACTURE WHOLESALE & RETAIL DEALERS

In all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality

Hongkong, 4th August, 1900. [672]

**FURNITURE WAREHOUSE.**

**LI KWONG LOONG & CO.**

CHINA-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VUEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

28th May, 1901.

ORDERS punctually attended to, and CHARGES most moderate.

**AN INSPECTION INVITED.**

Hongkong, 11th August, 1900. [616]

**REGRET**

You will NEVER if you VISIT

## MOHIDEEN & THAHA,

in

D'AGUILAR STREET, the

## NEW JEWELLERS AND DEALERS

in

## CEYLON PRECIOUS STONES

of every description, and other GEMS.

Hongkong, 11th August, 1900.

**Consignees.**

**S.S. "TOURANE."**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London at S.S. *Dorango*, *Mado* and *Adagosa*, from Havre at S.S. *Malabar* and from Bordeaux at S.S. *Verdun* and *Ville de Bordeaux*, in connection with above steamer are hereby informed that their Goods, with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th Oct., at 10 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.

Hongkong, 11th October, 1909. [6]

**BANK LINE, LIMITED.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "OCEANO."**

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 12th October, 1909. [10]

**"SHIRE" LINE OF STEAMERS, LIMITED.**

**NOTICE TO CONSIGNEES.**

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

**"BRILCONSHIRE"**

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 19th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within 10 days of the steamer's arrival here, otherwise they will not be recognized.

Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th October, 1909. [715]

**NIPPON YUSEN KAISHA.**

**NOTICE TO CONSIGNEES.**

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

**"SADO MARU,"**

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained, as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO DAY.

Goods not cleared by the 21st October, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees, and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

**NIPPON YUSEN KAISHA.**

Hongkong, 14th October, 1909. [458-459]

**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

**THE OFFICE OF THE TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.**

Undertakes and executes

**SHEWAN, TOMES & CO.**

General Managers.

Hongkong, 2nd March, 1900. [11]







## Opium Smuggling.

## A DEFENDANT'S COMPLETE COLLAPSE.

ALLEGED FORMATION OF HONGKONG SYNDICATE.

The hearing in the Grant-Kennedy smuggling case was continued in the Court of First Instance this morning, and owing to the unexpected length of time that it will occupy, a special session of the court will be held this afternoon, beginning at 3.30 o'clock, says the *Manila Times* of the 9th inst.

At one o'clock to-day, when the court adjourned, the defendant Kennedy was on the witness stand, and defence is preparing for sensation, the signs of which are already evident. It will attempt to prove that the opium smuggling into Manila last July, which forms the basis of the present action, is only a part of the most gigantic smuggling operation that have ever been carried on. Expert testimony this morning was to the effect that the seizure of this opium and cocaine was vastly underestimated in importance, and that the contraband which the authorities captured was not valued at a mere P20,000 but was worth considerably over P100,000 and was but a part of the most ingenious fraud that has ever been perpetrated, that would literally have flooded the islands with opium and cocaine had this seizure not been made.

The defence is endeavouring to show that Kennedy acted only as an agent, and was to receive only a small portion of the large shipment, and that the big fraud had its financial backing in Hongkong. The man McIntyre, who figured as a "dark horse" yesterday, appears to have been the purchasing agent for part of the contraband drug, and that these operations were carried on such a large scale that the men behind it could afford to send him on a special trip to England to buy cocaine in large quantities.

The first witness called this morning was James P. Lawler, who was cross-examined relative to his testimony given yesterday.

Two messengers from the cable company testified that William Kennedy was the recipient of several cables addressed to "Kaimi," his telegraphic address.

Joseph B. Cooley, of the information division of the Philippines Constabulary, was then called to the stand and was subjected to sharp and lively cross-examination. Cooley is accustomed to the witness stand, however, and replied spiritedly to several choice morsels of sarcasm by Judge Waite, for the defence.

Cooley testified to having overheard a conversation between Grant and Kennedy at the Nevada Hotel on the night of August 7. He was secreted behind a screen and heard everything that was said. He saw plainly the defendant Kennedy when he entered and when he left, and was sure of his identity. Grant asked Kennedy for news with reference to the opium case, in connection with which he had been arrested. Kennedy said "Everything is all right. I have cabled to the people in Hongkong who worked the deal, and they have got it out." He was not afraid that the authorities would get the other people in Hongkong; they had gone to Manchuria. Wanting to find out the names of others implicated in the deal he asked Mrs. Grant to instruct her husband to ask some leading questions. Instead, Mrs. Grant entered the room and asked Kennedy who worked the deal in Hongkong. Kennedy said his brother and another man did, naming both. His brother was not named Kennedy; he had a Chinese name.

Grant asked Kennedy what financial interest he had in the shipment; then Kennedy said he stood to lose P5,000, and that P2,000 was put up in Hongkong. Grant said: "What do you want me to do?" and Kennedy answered: "Make a strong fight; I have lost a good deal already, but will pay all your lawyer fees and whatever fees the court may impose, so long as you do not implicate me in the deal."

Judge Waite: "In other words, he advised Grant to stand pat?"

The witness answered: "Yes; to stand pat." The witness then stated that he asked Mrs. Grant to tell her husband to some leading questions to Kennedy in order that he might get the names of others implicated in the illegal transaction. Mrs. Grant herself then entered the room and questioned Kennedy. The latter stated that his brother, in Hongkong, who was connected with the opium shipment, went by his Chinese name and not by that of Kennedy. He did not make a memorandum of the name. She asked him who was the other man, and he gave a name. He did not make a memorandum of this name either. Then she asked: "You say you want to keep yourself out of it; what if Mr. Grant goes to Bilbid?" To which Kennedy answered: "There is no danger. Good lawyers have told me that all he can get is a fine, which I will pay if he does not implicate me."

Upon cross-examination Cooley was scored by the defence. Asked if he was a police officer with jurisdiction in Manila he said that he had jurisdiction all over the islands, but that as a matter of courtesy his division did not interfere with arrests or investigations within the city, leaving that to the city detectives. He had consulted with General Bandholtz and the prosecuting attorney before taking a hand in the present case.

"Then you interfered as a matter of personal curiosity, didn't you?" asked Judge Waite.

"I confess that I was anxious to get at the inside facts of this opium case."

"In fact, you 'batted in,' didn't you?"

In reply to questions by Judge Waite, the witness stated that the actual bringing in of the opium was not discussed by Grant and Kennedy, nor did they discuss the matter of bringing the contraband from the ship to the shop of George Y. Taylor. In reply to questions propounded to show the witness' knowledge of what was said or implied that directly connected the defendant Kennedy with the actual importation, the witness said that the question was put to him called for a conclusion.

and declined to answer. Judge Waite then asked:

"Did you, at that conversation, hear anything that would directly or indirectly or by implication in connection with other facts, connect the defendant Kennedy with the actual introduction of the opium?" to which the witness answered:

"Yes; he had an interest in the transaction to the extent of P8,000 but nothing that was said led me to believe that Kennedy conducted the transaction."

"Did you hear anything that would lead you to believe that he was actually connected with the importation of the opium?" Objected to by the prosecution as an argument. Overruled.

"I don't understand," the witness answered.

"Outside of the money interest and the preparation of the shipment at Hongkong did you hear anything that would connect Kennedy with the actual introduction of the opium?"

"No."

Hearford Beaumont, special deputy collector of customs, testified to have made a trip to Hongkong on July 30 to investigate the opium seizure. He stated that he was present at two examinations of William Barker, who actually shipped the machinery in which the opium was found, but he did not mention what these investigations disclosed.

The defence here entered objection to all invoices introduced yesterday by the prosecution, also to the correspondence between Barker and Company and Grant as having tendency whatever to establish the connection of Kennedy with the illegal importation, and as not corroborating the testimony of the witness Cooley. Overruled, subject to further study. The opium and cocaine identified by the Bureau of Science and by custom house agents, was also objected to on the same grounds. Overruled, with the same proviso.

Grant was recalled to the witness stand for re-cross-examination, but no new evidence was offered. The defence endeavoured to show by him that there was an understanding between him and the prosecuting attorney that he would be furnished immunity from imprisonment in return for his plea of guilty and his testimony against Kennedy. Overruled. The objection was then renewed as to the incompetency of one co-defendant against another, and a lengthy argument ensued. Overruled, subject to further study and decision later.

The defence demanded a final decision by the court on the question of the admissibility of Grant's testimony, stating that the Court's decision would materially affect the line of defence to be followed, intimating that if Grant's testimony were stricken out of the record, the defence would offer no evidence whatever. Overruled.

The prosecution rested. Intermission of five minutes for the defence to prepare for the presentation of its case.

The defence asked for sufficient time to allow the cable company to secure copies of telegrams sent from Grant at Hongkong to Manila, which was granted. The understanding was also reached that the attorneys for both sides will meet with the cashier of the International Bank to-morrow morning at nine o'clock, to make a transcript from the bank's books, which will be offered in evidence by the defence. The purpose of this is not known.

The only witness for the defence so far was William Kennedy, one of the defendants, who who took the stand first and was still on at the closing of court.

Kennedy had known Grant for about ten months; had first met him at Hongkong, being introduced to him by Mr. O'Brien at the Astor House. He saw him later in Manila; it was about the middle of February of this year; he also saw him at various times afterwards and had an interview with him on June 22; Grant had come to his office and had then just returned from Hongkong, he said. Grant wanted him to buy four tubes made in Hongkong, offering to sell them for P3,000. He offered to bring in a quantity of opium in return for an additional P2,500. They were made, he said, for the special purpose of carrying opium. The defence introduced some letters which the witness identified as having been sent to and received from his business agent in Hongkong. They all referred to opium shipment. He had written his correspondent that he had arranged with Grant to bring in opium in the tubes (shafts) and had promised to buy 200 pounds for P8,800, or 20,000 Mexican currency. The letters from him to Hongkong were press copies in the bank writing of his bookkeeper.

The prosecution objected that the letters were a self-serving declaration. The objection was overruled.

The defence offered other documents purporting to be the terms of an agreement between Grant and Kennedy, whereby the latter was to receive only 200 pounds of opium, to be paid for when safely delivered to him at Manila, the expense of transportation, arrangements and risks to be borne by Grant. Instructions relative to this agreement were cabled to Hongkong. He did not put up any money or offer to put up any for the purchase of the contraband. Most of his testimony this morning consisted in the identification of various letters and documents, and the interpretation of cipher cablegrams passing between himself and his business representative at Hongkong. There all indicate that Grant and other persons in Hongkong arranged all the details of the shipment. In the cables, terms not understood yesterday were translated. "Fee" meant Grant; "Bar" meant Barker and Company; "On" meant his representative; "Cloth" meant opium, which for reasons of secrecy, was referred to in this way. The pool was formed in Hongkong for buying opium and shipping it to Manila.

The defence admits that Kennedy contemplated an illegal transaction, but that the act was not committed owing to the non-delivery of the opium to him, and that under the law he is not guilty. It will endeavour to show that the scheme was much larger than was at first believed; and that the man McIntyre was an agent of the pool formed at Hongkong, and went to England to purchase cocaine, which can be obtained cheaper and more safely in London than in Hongkong. That his expenses were paid by the interested parties, is the claim of the defence.

On the witness stand this morning W. N. Bish, of the internal revenue bureau, testified to the value of the opium. Contrary to expectations, he said that it was worth much more than the complaint alleges, the amount stated therein referring only to the legitimate price of the opium that is imported by pharmacists. According to his estimate the opium alone, that was contained in the shipment, was worth between P44,000 and P80,000, to say nothing of the cocaine, which would probably bring about P50,000 more. The Court was of the opinion that its stated value should represent what it can be usually sold for at the time, which would bring it to a value of over P100,000.

11th October.

Louis T. Grant, one of the defendants in the famous Grant-Kennedy smuggling case which has been before the court since last Friday morning, unable to stand up under terrible mental strain and the ordeal of the trial has suffered a mental and physical collapse, and now lies at his apartments at the Nevada Hotel in a critical condition.

Upon the advice of his physician, Dr. M. Hermann, he was not allowed to take the witness stand this morning and the case has gone over until such time as his mental and physical condition may be so far improved as to admit of the taking of his testimony.

The afternoon session of the trial Saturday, lasted until eight o'clock in the evening when the court adjourned. Throughout the day Grant had maintained an unnatural calmness of manner and the mental suffering which he endured was plainly shown by his face which had undergone a remarkable change in the last few days, and all day he appeared haggard and worn-out. Leaving the court-room Saturday night, he walked unsteadily home supporting himself on the walls of the buildings from the court house to the Nevada Hotel. Arriving there he collapsed completely and Dr. Hermann was called. This morning his lawyer Charles C. Cohn, visited his apartments and found him in a pitiful state. Grant could not converse intelligently, and his speech was fragmentary and disconnected.

This morning's session of the trial, the action being now directed against the defendant Kennedy, was continued with Kennedy's book-keeper on the witness stand. By his evidence the defence is endeavouring to prove by copies of letters and cablegrams, the existence of a pool formed at Hongkong for the smuggling of the large shipment of opium and cocaine which was captured by custom house agents on July 29, and which forms the basis of the present action.

Later Kennedy's brother was put on the stand, but no evidence of importance was given by him.

This morning the defence produced a number of cablegrams alleged to have passed between Grant and Barker and Company, of Hongkong, the original shippers of the contraband. The defence will endeavour to prove by these the existence of a plot for shipping the opium and cocaine in which Grant was interested, and is in rebuttal of evidence of the defendant Grant to the effect that he was not implicated in the illegal transaction until after the arrival of the contraband in Manila. These cablegrams are all in cipher except where the words "shafts," "flanges," and other terms appear, and are believed by the defence to refer to the machinery in which the contraband was introduced into the port of Manila. The key to the messages has not yet been found, but they were admitted in evidence with the understanding that they will be translated later. The defence believes that the translation of these messages will fix beyond a reasonable doubt the complicity of Grant in the preparation of the opium shipment at Hongkong.

This morning the prosecuting attorney consistently fought the introduction of the copies of letters and cablegrams alleged to have passed between Kennedy and his agent in Hongkong, calling the attention of the court to the freshness and cleanliness of them all, and intimating that the evidence is "manufactured."

All of these were objected to Saturday as being a self-serving declaration of the defendant Kennedy.

Upon direct examination this morning Kennedy's bookkeeper identified the cablegrams alleged to have passed between the defendant and his agent at Hongkong, all of which are in numerals. He translated several of them with the aid of a code book, one of these when translated reading: "Pipes O. K. Is everything all right? Answer." The witness, when asked where the original cablegrams from Hongkong went stated that they were returned for the office record in Hongkong. Asked if in Hongkong the same method of returning the original telegrams was followed, he stated that it was not.

Mr. Webb, of the International Banking Corporation, stated that Grant had an account with this bank; that on May 14 he cashed a draft in his favour from Hongkong, the amount, reduced to Philippine currency, being P10,000, which was placed to his credit. He said that on June 22, Grant purchased a draft from the bank for P2,000, in favour of George Lindsay, of London. This evidence was introduced in rebuttal of the testimony of Grant who stated that he had purchased on that day a draft for P5,000.

A lively altercation arose during the proceedings between Mr. O'Brien, of the defence, and Detective Cooley, one of the witnesses for the prosecution. This was when Kennedy's brother took the stand. Cooley, sitting in the background, whispered audibly:

"This is the first time he ever admitted that he was Kennedy's brother."

Mr. O'Brien turned on him and made an indignant denial. Cooley then said:

"It is so. He never would admit it before."

O'Brien: "What you say is not true."

## Today's Advertisement.

HONGKONG GYMKHANA CLUB.

FIFTH MEETING.

THE GYMKHANA will take place TOMORROW AFTERNOON, at 3.30 P.M. instead of 4 P.M.

C. GORDON MACKIE,

Hon. Secretary.

Hongkong, 15th October, 1909. 1718

Cooley: "You are a liar!"

O'Brien (to the Court): "I demand protection from this court against the use of any such abusive and insulting language."

Southworth: "There you are; you got yourself into it."

O'Brien: "And that is not true."

Mr. Southworth rose, indignant and flushed with the heat of battle; Cooley looked daggers at his opponent; and the court, endeavouring to pour oil on the ruffled waters. Mr. Southworth repeated the conversation between Mr. Cooley and Mr. O'Brien, and the Court said:

"It is a private matter, gentlemen, between the attorney for the defence and a witness who is not an officer of the court, and I cannot interfere except to prevent a breach of the peace. It should be settled outside of the court-room."

Southworth (to O'Brien): "I am ready to settle it outside whenever you are ready."

Cooley took a hitch in his trousers; Cohn smiled and looked on; Cooley resumed his seat and looked at the Court; and the Court said: "Proceed with the witness," and the reporter came out from behind the stenographer, where he had taken refuge. The trial proceeded.

Mr. Southworth then stated that the defendant Grant was seriously ill and could not appear at the trial, and since he desired to again place him on the witness stand in rebuttal of some evidence of the defence, he asked for a continuance. Judge Waite also stated that he desired to present his argument orally, and that a short respite would be appreciated.

Mr. Cohn, representing the defendant Grant stated that he had seen his client this morning and that he was in no condition to give evidence.

The court: "Since as far as the defendant Grant is concerned any matter that will now be presented on his behalf will have an important bearing on the question of the penalty to be imposed, I feel that all of the light possible should be thrown on this case, and that while I should be glad to terminate the trial now and hear the arguments immediately, the defendant's condition will not permit this, and a continuance is therefore granted until such time as the defendant Grant may be in a fit condition to testify intelligently. If later he is able to testify but not able to appear in court, the court will adjourn to his rooms, where we will take his testimony."

The defence has rested its case, and all evidence except that in rebuttal by the defendant Grant is now in. As soon as Grant is able to testify the arguments will immediately follow.

The cablegrams alleged to have passed between Grant and Barker and Company will probably be translated some time to day, and the defence relies upon these to furnish important proofs of the connection of Grant with the illegal importation before the opium and cocaine ever left Hongkong. The prosecution, on the other hand, endeavours to prove that the defendant Kennedy engineered the whole deal and furnished the capital for the same.

## A RECKLESS SEAMAN.

CASE AT THE MARINE COURT.

In the Marine Court, this morning, before Commander Basil Taylor, R.N., Marine Magistrate, Mr. Dixon Hopcroft, Chief Officer of the R.M.S. *Empress of Japan*, charged Henry George Davis, seaman, with absconding himself from the ship on the 13th inst. It appears that the defendant, who is a night watchman on board the *Empress of Japan*, was found asleep on watch on the 10th and 11th inst. He was warned by the mate not to go ashore any more, but he disobeyed the order and went ashore sometime in the afternoon and did not report for duty till 11 a.m. on the 14th, another man having to keep his watch.

The Harbour Master ordered the forfeiture of eight days' pay and further sentenced the defendant to three weeks' imprisonment with hard labour, and to be put on board the *Empress of China* before sailing.

## A "BOY'S" DISMISSAL.

CLAIM AGAINST FORMER MASTER.

In the Summary Court, this morning, Kwong Chie, a house-boy, sued Mr. F. Remmel for \$30, being amount of wages due to him by the defendant.

Plaintiff stated that he had been in the employ of the defendant for about five months. One night in October last, defendant came late into the house and next morning complained that he had lost 30 cents. He was told that his services were required, no longer and given five minutes to go out of the house.

The defendant's story was to the effect that complainant was in his employ from the 1st May last and missed small sums of money on several occasions.

Plaintiff (To defendant): If you had lost your money, why did you not report the matter to the Police?—I didn't want to do that.

A co-tenant of the defendant also gave evidence.

Judgment was given for the plaintiff for \$5.

Captain John Andrew Richardson Patch, who died at his residence at Southview on 11th ult., was in his early career employed on the *Chien Station*, and assisted at the blockade of Chien River, the capture of Canton, and the operations in the Gulf of Pechili, for which he received the China medal.

## To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON," FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th October, 1909. 1717

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 18th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 15th October, 1909. 1716

## HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

TO-NIGHT! NEW ACTS. AGAIN TO-NIGHT!

At 9.15 Sharp. OUR ALL-STAR COMPANY OF LONDON AND CONTINENTAL ARTISTES. 30 IN NUMBER 30 TO-NIGHT!

First Amateur Contest on the Revolving Table in Hongkong, when Amateurs will be at liberty to try their skill standing on the Table aided by our Mechanic, which absolutely assures perfect safety to the Competitor.

A Handsome Trophy will be presented to the Competitor standing the longest time on the Table.

NEXT MATINEE TO-MORROW, at 4 P.M.

DOORS OPEN AT 3 O'CLOCK. PERFORMANCE AT 4 SHARP. Children Half-price at Matinee only.

Same Great Programme as in the Evening—Nothing curtailed. GRAND SPECIAL PERFORMANCE, SUNDAY NIGHT, OCTOBER 17TH.

For Full particulars read our Descriptive Hand Bills.

N.B.—Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 seats. Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance. MADAME HARMSTON-LOVE, COL. BOB LOVE, E. ALTON, Proprietors, Sole Manager, Advance Representative. Hongkong, 15th October, 1909. 1684

## CLUB WHISKY

AGE, QUALITY AND MELLOWNESS.

Test for 15 years as an Ideal Scotch for this climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 135.

12, Queen's Road Central.





## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 7 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 77.10/- Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 643.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. CRADDICK, General Traffic Agent, Corner Peddar Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
S'GAPORE, PENANG & CALOUTTA NAUSANG		SATURDAY, 16th Oct., 1 P.M.
SHANGHAI	KWONGSANG	TUESDAY, 19th Oct., Daylight
TIENTSIN, W'HAIRWEI & CHEFOO CHIPSHING		THURSDAY, 21st Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 22nd Oct., 4 P.M.
S'GAPORE, PENANG & CALOUTTA LAISANG		SATURDAY, 23rd Oct., 2 P.M.
NANCHANG	FAUSANG	SUNDAY, 24th Oct., Daylight
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
SHANGHAI		

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers Kaitang, Namson and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Chefoo, Tientsin &amp; Nanchang. Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Simpona, Tawao, Uenkan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON &amp; CO., LD., Telephone No. 61. Hongkong, 15th October, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
AMOY & CHINKIANG	"KIUKIANG"	16th Oct., 4 P.M.
SHANGHAI	"CHENAN"	17th " Daylight.
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	17th " "
HONGAY	"OHILU"	17th " "
AMOY, MANILA, CEBU & ILOILO	"KALFONG"	18th " 4 P.M.
MANILA	"TAMING"	19th " 3 P.M.
WEIHAIRWEI, CHEFOO & TIENTSIN	"WUOROW"	19th " 4 P.M.
SHANGHAI	"ANHUI"	21st " "
MANILA, ZAMBOANGA and USUAL	"OHANGSHA"	5th Nov., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

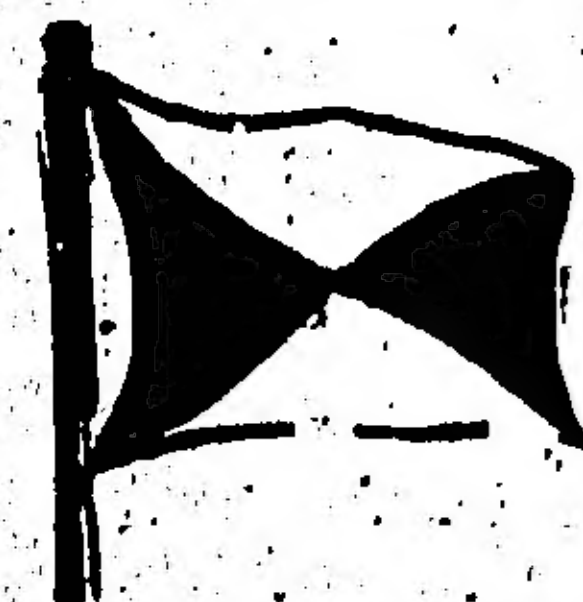
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chinkow) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Telephone No. 35. Hongkong, 15th October, 1909.



## HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Almond	Manila	SATURDAY, 16th Oct., at Noon.
LAFIRO	1540	R. Rodger	Manila	SATURDAY, 23rd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 15th October, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon

The Co.'s newly built steamers have fair speed—Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers earned at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI Via SWATOW, AMOY and FOOCHEW	"BUJUN MARU" Capt. Y. Fuzuo	SUNDAY, 17th Oct., at 10 A.M.
TAMAU v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	TUESDAY, 19th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1909.

T. ARIMA, Manager.



## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HAKATA MARU," Capt. J. Dzing, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"IVO MARU," Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KAGA MARU," Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI, AND KOBE	"SHINANO MARU," Capt. K. Kawara, Tons 6500	TUESDAY, 7th Nov., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5000		FRIDAY, 29th Oct., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000		FRIDAY, 26th Nov., at Noon.
MOYORI MARU, Capt. J. O. Richards, Tons 4000		FRIDAY, 29th October.
KOBE and YOKOHAMA	"SADO MARU," Capt. G. C. Hurry, Tons 6500	SATURDAY, 16th Oct., at Daylight.
MOJI, KOBE & YOKOHAMA	"NIKKO MARU," Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	"HIRANO MARU," Capt. H. Fraser, Tons 9000	SATURDAY, 23rd Oct., Noon.
	"CEYLON MARU," Capt. Fred. Pyne, Tons 6000	SUNDAY, 24th October.

1 Cargo only.

Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru	(Capt. T. Mura)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. K. Cope)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. Fraser)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,

Nagasaki.

## Shipping—Steamers.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

1/2A PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" 19th Oct.

FOR NEW YORK: S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Hongkong, 15th October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD., Agents.

Hongkong, 15th October, 1909.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,557	F. W. Davies	21st Oct.
Kumera	6,232	J. Mathie	18th Nov.
Aymara	4,353	Boyd	16th Dec.
Superio	6,232	S. Shotton	13th Jan.
Oceanic	4,557	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL &amp; Co., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 15th October, 1909.

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 4th October, 1909.

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV."

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1909.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker

"KWONG SAI" Capt. M. S. Orow.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These five Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for lightest First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 15th Oct. 1909.

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, etc., TO-MORROW, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.A. India, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. Mantua, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 15th October, 1909.

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. O. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to

JARDINE, MATHESON &amp; Co., LTD., Agents.

Hongkong, 5th October, 1909.

## Intimations

## TYPEWRITERS

FOR

## HIRE.

## REPAIR

IS OUR

## SPECIALITY.

## DRAGON CYCLE

## DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, GAIN ROAD, best most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that who will be pleased to receive orders for all kinds of MILLINERY WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old linen.

Ladies and Children's Underclothing, ready-made Dresses, and all kinds of Millinery Materials can be supplied, if required.

The Superiors will also be made to order, in any fabric, or old millinery, in the whole of the Kingdom of the East.

Y. H. YUEN and Co., Ltd.







